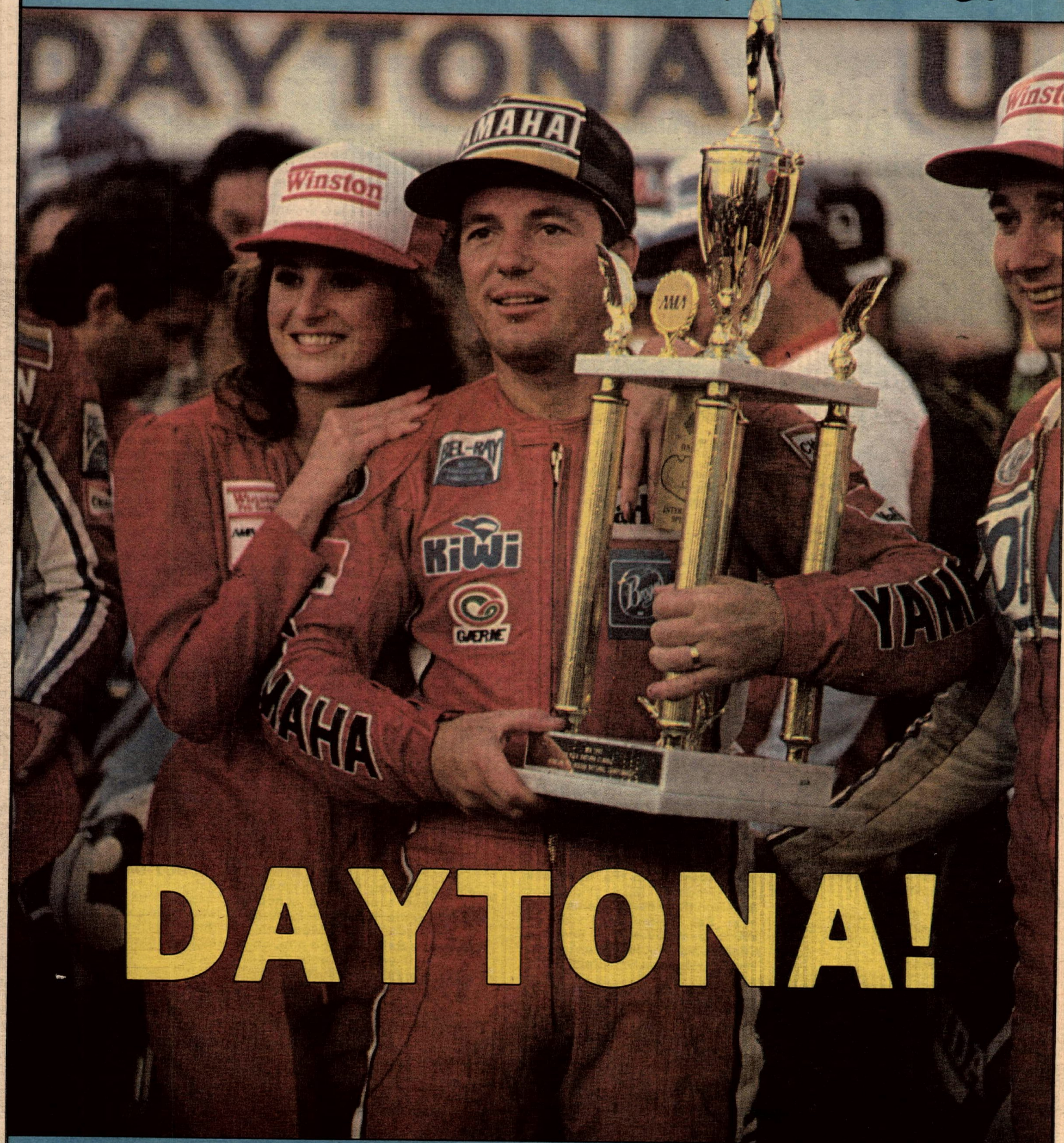
CYCLE NEWS®

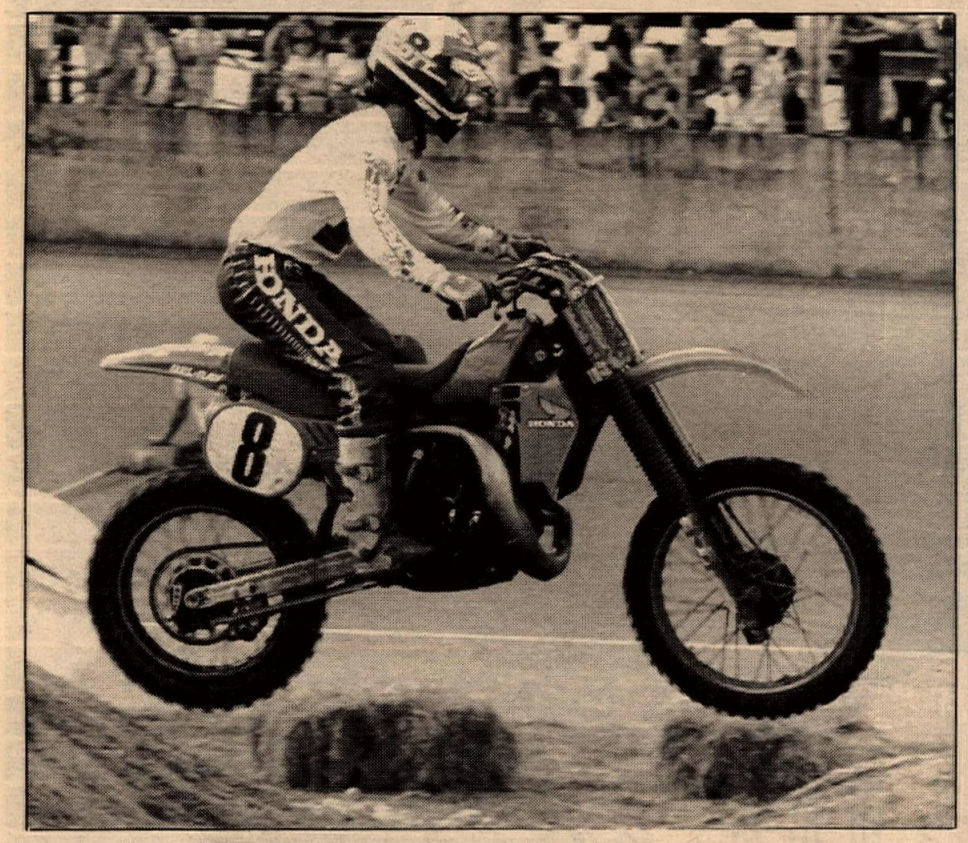
WEST Volume XIX : Number 9: March 17, 1982 85¢



DAYTONA!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

DAYTONA '82



(Top) Darrell Shultz holeshots the final ahead of Bob Hannah (4), Jeff Ward (11), Kent Howerton (3) and David Bailey (23). (Left) Jim Gibson ran second most of the way but dealing with lapped traffic dropped him to third. (Above) Mark Barnett roosted to second.

AMA/Wranger Supercross Series: Round five

Shultz soars to Daytona win

By Tom Mueller

DAYTONA BEACH, FL, MAR. 6

Team Honda's Darrell Shultz repeated his Daytona performance of last year and powered into a lead he never gave up at Daytona International Speedway's Supercross race. Shultz took command through the first turn and held off charges from Suzuki's Mark Barnett, who took second, and Honda's Jim Gibson, who landed third.

"I'm going to go for three wins," said Shultz as he showered a huge crowd with champagne. "It seems I pretty much own this track now!" Shultz's win didn't come easy, as a skirmish developed during the last part of the last lap when the top trio tried to pass Suzuki's Kent Howerton, who was being lapped. Shultz fought free to hold the lead by a wheel over Barnett, who took advantage of Gibson when Jim slowed to pass Howerton. Gibson held second until that point in the race.

Practice was to start at noon but was delayed for over an hour due to standing water on the track from the previous day's rain. Quick action by course designer Gary Bailey and crew brought the course to optimum condition after practice. The course was revised this year, with fewer infield sections and more choppy straights, and was also run in the opposite direction than in previous years. Barnett looked smooth but conservative through practice, while Shultz rocketed off the jumps with the throttle tapped.

The AMA tried a new format where 41 riders were transferred to the final at Daytona, making for a two-row start. Eight riders transferred from each six lap heat, with the top five from each heat earning a spot on the gate. The fifth through eighth place riders in each heat, along with the top four from each six-lap semi and the consolation winner, were lined up behind the front row. The final's start was a bit hectic, but once the show got rolling it made for exciting racing.

Preliminaries

Barnett made his intentions known with his no-holds-barred ride to the checkered flag in heat one. Barnett put 100 yards on Hansen within a half lap off the line and never let off the pace. Honda teammates Chuck Sun and David Bailey fought over third for a few laps before Sun settled into the slot. Bailey held fourth, with Yamaha's Scott Burnworth a steady fifth. Spencer Morrison was sixth, and Yamaha supported Jeff Hicks looked like he was going in for seventh until he went into a flying W on the last lap off a jump and got tangled in the banners. Rick Johnson from Yamaha's Pro Support program took seventh with Honda support rider Larry Wosick eighth.

An outside line through the first turn did the trick for Shultz in heat two. Honda supported Danny Chandler put the pressure on for a few laps before he twisted it sideways through the air and crashed into a jump. Yamaha's Broc Glover picked up second and took it to the flag. Shultz and Glover put a gap on the pack with Kawasaki's Jeff Ward, Canadian Ross Pederson on a Suzuki, Chandler, Honda supported Ron Turner, Kawasaki's Tom Benolkin and Yamaha backed Eric McKenna spaced out behind.

In heat three it was Yamaha's Bob Hannah all the way. The Hurricane

(Continued to page 18)

TEN YEARS AGO

Two photos graced the cover of *CN* in living color and both are still with us. One was a Texan on a Yamaha, **Kent Howerton,** and the other was of Honda's four-stroke 250 enduro. True, the Honda is not the same but Kent doesn't ride the same either.

Kawasaki was rumored to have a 900cc four-cylinder four-stroke being tested in the U.S. *CN* predicted that it would have disc brakes, electric start and fuel injection.

Texan **Jack Hicks** out-rode **Steve Stackable** at Lochart, TX, but a bent shifter cost him the win. Papa Wealey mentioned he was up for a factory Kawasaki ride.

Evil Knievel jumped his Harley over 15 cars in the Cow Palace to set the indoor car jumping record. The jump was successful, but Evil broke an ankle on impact.

Several records were set at Lions Drag strip in Wilmington, CA. Among the setters list were the names **Ron Teson** and **Terry Vance,** both on Honda fours.

A six-man team of American speedway riders made a small comeback from their resounding defeats of previous weeks to tie the Australian teams at the Sydney Showgrounds. Riders were **DeWayne Keeter, Mike Konle, Bill Cody, Mike** and **Steve Bast** and **Sonny Nutter.**

A fiction story, **A Time to Remember,** told of a man so disgruntled with the closure of the desert that he buried his motorcycle on the site of past desert races in protest.

The **U.S. Army** put on a motocross at Fort Hood, TX, complete with medical evac helicopter and corner flagmen with radio communication.

A new motorcycle club, geared for Novices and Beginners, announced its formation, calling itself the **California Racing Club.**

There were scrambles at Fremont Raceway in Fremont, CA. **Mike Faria** was new at getting sideways and could only manage second in the 100cc Novice class.

The results column for the Viewfinders Gran Prix were loaded with stars. The 100cc Junior/Expert class finishers list read **Terry Clark, Preston Petty, Larry Roeseler, Cordis Brooks** and **Bruce Ogilvie. Danny LaPorte** piloted a Rickman to fourth in the 175cc Expert class behind supercop **Gene Cannady, Terry Clark** and **Mitch Mayes.**

Ron Schneiders had a how-to article on how to rid your Sachs-engined machine of its myriad of neutrals.

An ad for a qualifying race for the 250cc MX Nationals showed a **Montesa** with a headlight.

Another new racing club had their first race reported. The **American Motocross Club** held their first race at Saddleback Park in Orange, CA. •

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Eddie Lawson

BELL

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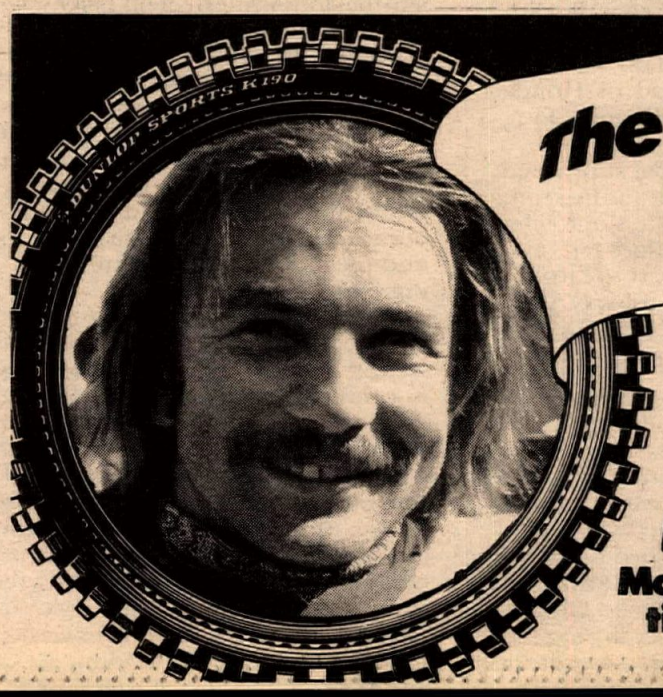

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DAYTONA '82

(Left) Donnie Hansen is a little out of shape here, but he finished fourth. (Right) Shultz shares the thrill of victory with Miss Wrangler.

(Continued from page 16)

contended with Howerton the first few turns but then blistered the course with only Gibson keeping him in sight. Gibson lowsided during the final lap but was up quickly, retaining second. Honda supported Kenny Keylon broke free from Suzuki supported Gary Denton for third, and when Howerton came up to challenge, Keylon repelled all his attempts. Denton stuck to fifth with Honda supported Steve Martin, Cycle Designs' Wemyss Scott on a Maico, and Alan King next.

The Johnny O' show came to life in heat four when Honda's Johnny O'Mara broke free of the pack and charged to the lead. O'Mara was never seriously challenged. Suzuki's Warren Reid was second all the way, with Kawasaki's Goat Breker third until he lost it off a jump, taking a photographer out when he crashed. Neither was seriously hurt. Maico's Mickey Kessler used a daring mid-air pass to take third from Kawasaki supported Dan Conway, but Conway got back by for third by the finish. Kessler was fourth and Breker fifth, with Honda supported Jo Jo Keller, Suzuki privateer Dave Hollis and Suzuki's Denny Bentley rounding out the transfer slots.

LOP Honda rider Keith Oelerich took the semi one lead with a clean holeshot but crashed back to mid-pack, leaving the front-runner honors to Honda rider Jeff Ellens. Ellens was

win, with Honda supported Jimmy Ellis second. Second had belonged to Kris Bigelow for most of the race, but a seized motor put Bigelow out of it on the last lap. Kawasaki Team Green's Billy Liles took third with Suzuki supported Clint Hardick fourth.

Fred Vertucci, on a privateer Suzuki, took the semi two lead. Vertucci seemed to be using the same pace he held during the amateur road races at Daytona a few days before, but then fell back and gave the race to Johnny Spaw, on a Cedar Rapids Honda. Spaw used consistency to stay out front and held off Vertucci, who took second ahead of Honda supported Jeff Surwall and Doug Longwell on a Suzuki.

Oelerich and Honda supported Brad Wallace went at it in the semi, but that race only transfers one rider to the main event. Wallace fell, and Oerlerich went all the way to earn his berth in the final the hard way.

Final

Once all the riders were staged under the direction of AMA referee Rick Titone, the gate dropped and Shultz, Hannah and Barnett shared the lead. Sun and Howerton did some first lap downtime and came around last.

The course was roughed up when the final went off, and Shultz led Hannah, Gibson, Barnett, Glover, Ward, Hansen and Bailey during lap one. Hannah was using power drifts

line which would carry him into the lead. O'Mara ran into first lap problems and had to carry on the chase from the rear.

The crowd gasped in unison when Hannah tipped over in a tight turn, remounting quickly but dropping to sixth. Hansen moved into fifth ahead of Hannah and Ward, and all front-runners were dealing with lapped riders. Suspensions were being utilized to the fullest; the straightaways were very rough yet loamy, with Shultz, Gibson and Barnett holding it to the stops while their bikes skipped around underneath them.

Shultz and Gibson seemed to have the edge on power on their RC water-coolers, with Barnett staying in range on his RH water-pumper. Hansen and Hannah were fighting over fourth with Glover and Bailey maintaining the 6-7 slots. Chandler had been moving to the front but crashed back to mid-pack. Reid was in ninth, looking for a line past Ward.

During the last few laps of the 12-lap final, the top three put a 13-second gap on the pack, making it a three-way run for the win. The last lap saw lapped riders slow all three, putting the trio into a 20-yard stretch of track. Barnett put the pressure on, and when the checkered flag waved, Shultz jammed across on an outside line a wheel ahead of Barnett. Gibson came in a few seconds back in third. Hansen, Hannah and Glover formed the next group of riders across the line, with Bailey heading Reid and Ward in the next cluster.

"Howerton must have radar on the back of his head," said Shultz, "because every time I tried to get around he tried to block me. Sometime when I'm not in the lead, I'm going to teach him a lesson."

Barnett was quiet in the pits, thinking things over. "I just gassed it the best I could. I went over Gibson, and then a lapper (Howerton) slowed me up. I'm not satisfied with second, but I'll take it. It'll move me into fourth (in the points standings)."

"I came up on Howerton through a hairpin turn," said Gibson, "and when I slowed, Barnett used me for a berm. I went down but got up quickly enough to take third." Gibson took third in last year's Daytona round, also.

Shultz's win pushed him into the Supercross points lead over Hansen, 122 to 115. Hannah is third now at 103, and Barnett displaced O'Mara for fourth, 96 to 78. •

Results

1. Darrell Shultz (Hon); 2. Mark Barnett (Suz); 3. Jim Gibson (Hon); 4. Donnie Hansen (Hon); 5. Bob Hannah (Yam); 6. Broc Glover (Yam); 7. David Bailey (Hon); 8. Warren Reid (Suz); 9. Jeff Ward (Kaw); 10. Goat Breker (Kaw); 11. Danny Chandler (Hon); 12. Larry Wosick (Hon); 13. Steve Martin (Hon); 14. Tom Benolkin (Kaw); 15. Chuck Sun (Hon); 16. Jo Jo Keller (Hon); 17. Alan King (Suz); 18. Denny Bentley (Suz); 19. Kenny Keylon (Hon); 20. Ross Pederson (Suz).

AMA/WRANGLER® SUPERCROSS SERIES POINT STANDINGS: 1. Darrell Shultz (122); 2. Donnie Hansen (115); 3. Bob Hannah (103); 4. Mark Barnett (96); 5. Johnny O'Mara (81); 6. Jim Gibson (69); 7. Broc Glover (66); 8. Warren Reid (57); 9. Jeff Ward (49); 10. Chuck Sun (44); 11. Goat Breker (42); 12. David Bailey (40); 13. Larry Wosick (37); 14. Steve Martin (35); 15. (TIE) Tom Benolkin/Kent Howerton (32); 17. Danny Chandler (27); 18. Kenny Keylon (26); 19. Jo Jo Keller (22); 20. Rick Johnson (21).

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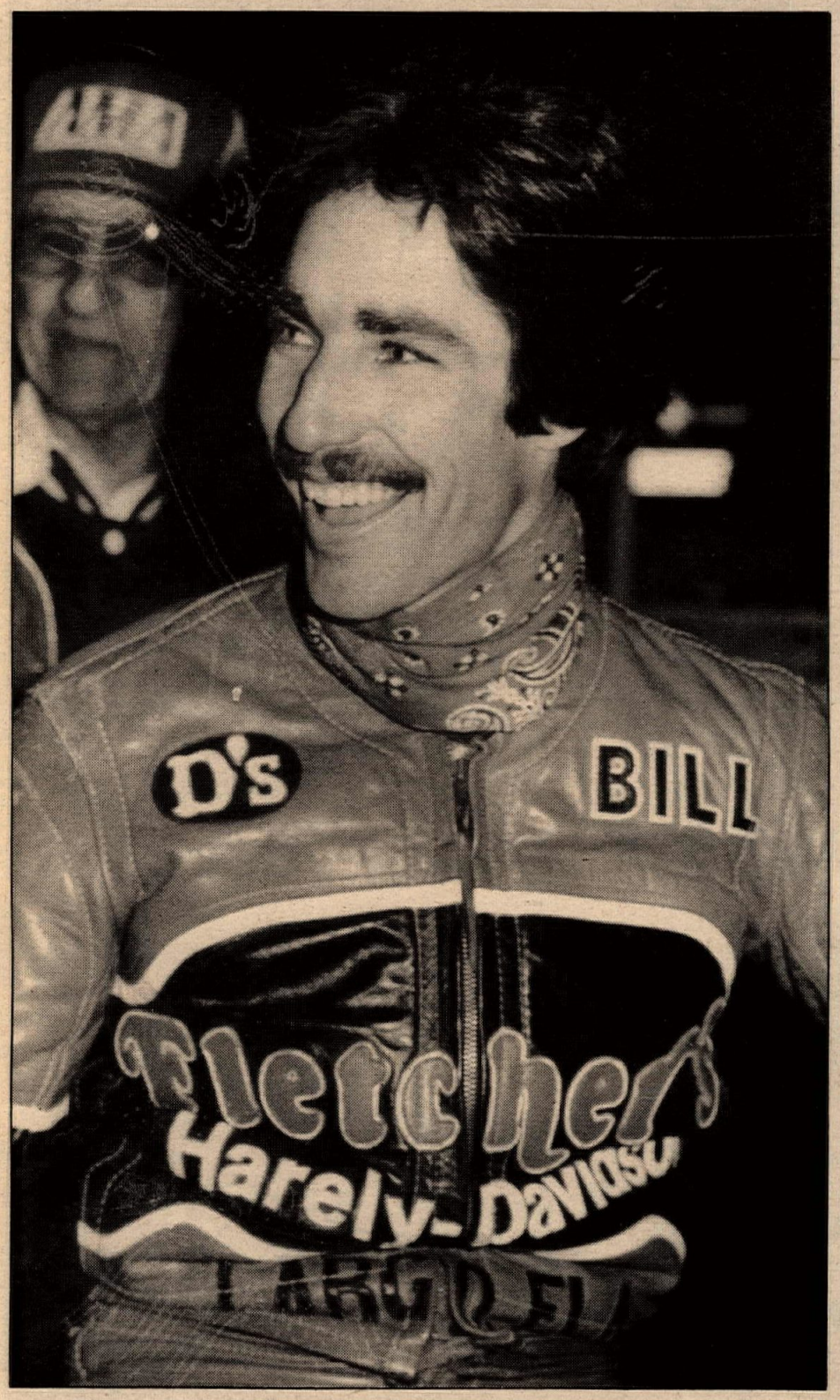
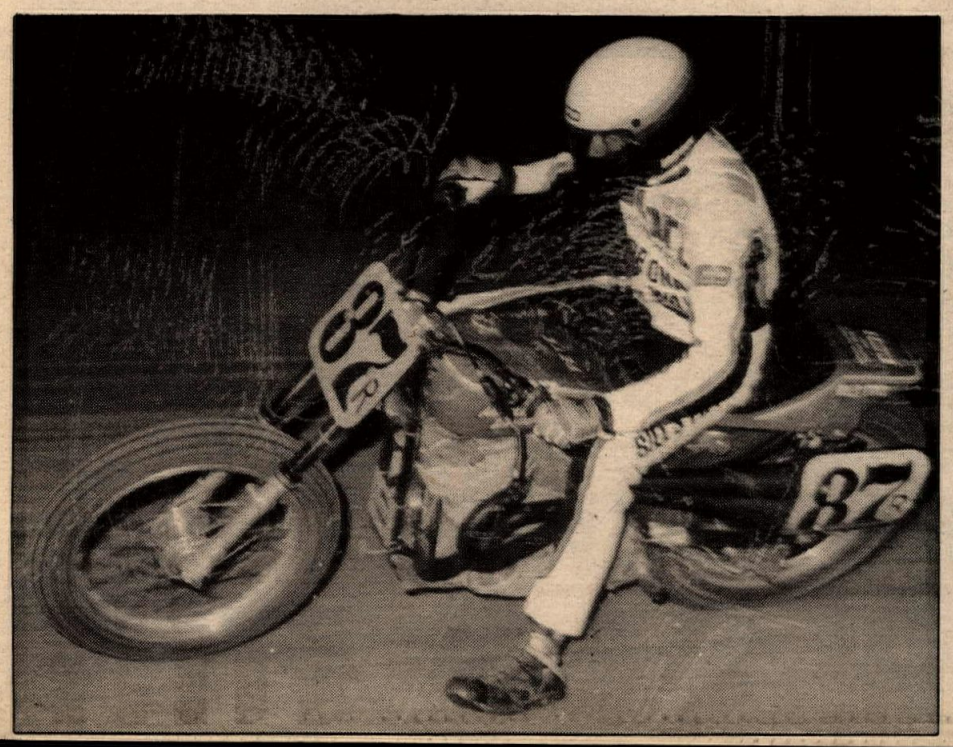
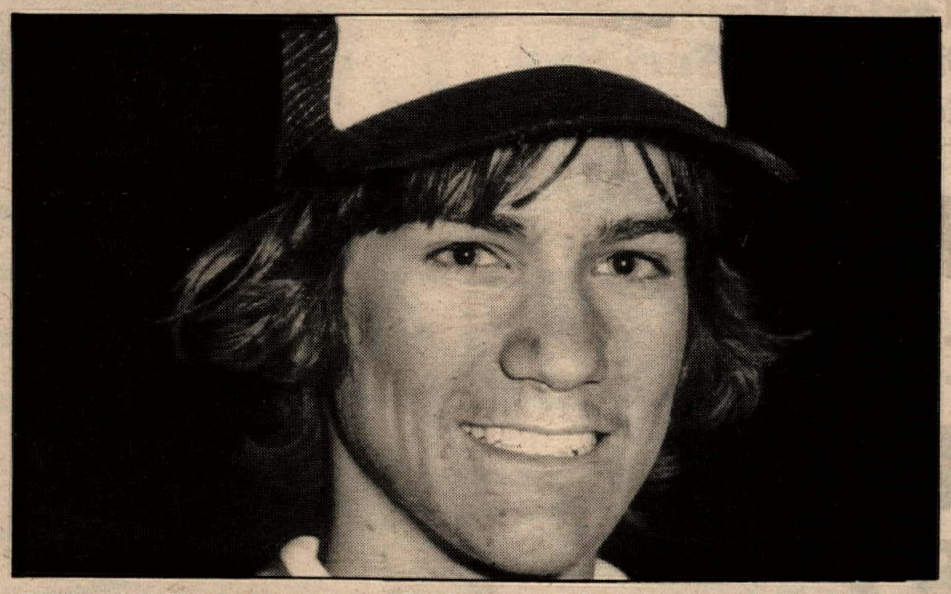


Billy Labrie had plenty to smile about -- a win in the first half mile race of '82. Harely-Davidson?

Junior class honors went to Californian Pete Hames and his Steve Storz-prepped Harley-Davidson.





Californian Doug Chandler rode his Jerry Griffith prepared "works" Honda to a win in the Novice race.

AMA Eastern Regional Dirt Track Series: Round one

Labrie, Hames & Chandler top Savannah

By Mike & Anne Adair

SAVANNAH, GA, FEB. 25

"I only wish this race had been part of the Harley series," said winner Billy Labrie in winner's circle following the Expert main event of the $4,000 Budweiser sponsored race program at Oglethorpe Raceway. Labrie, who missed most of last season due to a broken leg, said, "The leg held up well. The track was fast, but had a lot of ripples in it. It was a good test."

Junior Pete Hames and Novice Doug Chandler won their heat and semi races on the half mile track before earning starter Poochie Cox's checkered flag in their main event races.

The cold front hit Savannah at the same time as 168 riders lined up for registration and a windy cold night dampened spectator interest.

Labrie headed the top 24 Experts to qualify for two semi-final heats and won, ahead of Rodney Farris and Lance Jones, in his heat. South Dakota's Jay Beach fought by Steve Morehead in the second heat with Terry Poovey moving into second by heat's end.

In the all Harley-Davidson main event, Labrie and Poovey dove into turn one side-by-side. Labrie stayed low in turn one and took the lead over Texan Poovey down the back straight. Poovey checked out Labrie's back fender for a couple of laps but couldn't find an opening, leaving Labrie undisputed to the flag.

"I didn't think Poovey would fall back," said Labrie. "This season Fletcher's H-D is providing the equipment but I need to put together a sponsorship program. Tell 'em in *Cycle News* that I need some help." Poovey and his Shoei/Castrol/Al Lang XR was second ahead of Lance Jones' South Eastern H-D.

Chandler's Novice win, aboard a CR 250 based Honda was the Salinas, California, native's pro debut. "Jerry Griffith (head of Honda's dirt track program) set up the bike for me and it couldn't have performed better," said the former AMA National Amateur Athlete Of The Year. "I thought the track was great tonight and I hope to do as well in the series." Mark Hartley passed Dan Bennett for the runner-up honors.

In the Junior main, Hames' Steve Storz prepped Simpson/Bill's Pipes/Corona Raceway Harley beat Sammy Sweet to the first turn and motored on. A red flag on lap three necessitated a restart with Hames quickly reasserting himself, with Tim Palone, Sweet and Matt Rozowicz in the hunt. Rozowicz, the 1982 Eastern Regional Novice Champion, passed Sweet for third place. Hames who is a close friend of Chandler said later, "The wind was a little tricky out there. I'm glad to start out in a winning way." •

Results

NOV: 1. Doug Chandler (Hon); 2. Mark Hartley (Hon); 3. Dan Bennett (Hon); 4. Ron Andrews (Kaw); 5. Jeff Middlebrooks (Hon); 6. James Oliver (Hon); 7. John Faulkner (Yam); 8. Tony Pitcock (Kaw); 9. James Wilson (Yam); 10. David Caballero (Yam).

JR: 1. Pete Hames (H-D); 2. Tim Palone (H-D); 3. Matt Rozowicz (H-D); 4. Sammy Sweet (H-D); 5. Jeff Joiner (H-D); 6. William Mueller (H-D); 7. Roger Durkee (H-D); 8. Gary David (H-D); 9. William Davis (H-D); 10. Dan Mooney (Hon).

EXP: 1. Billy Labrie (H-D); 2. Terry Poovey (H-D); 3. Lance Jones (H-D); 4. Robert Crabbe (H-D); 5. Willie Crabbe (H-D); 6. Jay Beach (H-D); 7. Charlie Roberts (H-D); 8. Scott Adams (H-D); 9. Tim Mertens (H-D); 10. Rodney Farris (H-D).

NORTHERN DATELINE

who can stay with Winkie, as he led the early portion of 80cc Expert but took second over Hayes and Mikie Macedo (who was not happy with fourth after his Houston TT win).

Steve Raymond took the Junior portion of the other Mini races with Dion Clardy in charge of the Novice bit. Craig Johnson passed on the Mini ranks and won his first 250cc Novice outing, over Jim Phillips. Danny McDonnell was the best of the 250cc Juniors, dogged for the most part by Scott Nail and his SK Bultaco. Larry Staggs wound up third in front of Troy Graham who led early on the Kevin Hugill borrowed Yamaha.

Alex Jorgensen said adios to the 250cc Expert troops, leading the distance on the Jorgy's Can-Am with Donny Howard and Chris Carr doing their show behind. Donny and Chris put on a great display of racing, hooking up sideways slides off the corners that got the crowd excited. Mark Key took fourth-place money over rookie Expert Bill Scott and Honda teamster Danny Moore. Dave Rosa returned to the scene for seventh on the Don's Plumbing special with Aaron Hill, Bruce Johnson and Dave Walden rounding out the point paying positions.

Brent Davis held off Randy Holycross on the West Bay Cycle BSA for 500cc Novice honors while John Lamont diverted the Bultaco/Maico of Scott Nail in the Junior portion. A lot of attention was paid to his Astro-appearing machine with a 490 engine that works.

In the Open Expert bash, it was Dave Boyles all the way but with lots of great challenges from Chris Carr. The 14-year-old 10-time National Champ had showed some brilliance in an earlier heat race and pecked away at Boyes throughtout the distance but couldn't get by despite trying his best on the 400cc Can-Am two-stroke that was the only ringding. Mark Key held off Billy Scott for third while Kevin Hugill got a chance to ride one of his own machines for fifth over Danny Moore, Aaron Hill and Bill McDonnell.

Results

100EX: 1. Winkie Freitas (Yam); 2. Kelley Fischer (Yam);
80-100 NOV/JR: 1. Steve Raymond (Yam); 2. Dion Clardy (Yam).
80 EX: 1. Winkie Freitas (Yam); 2. Stephen Mayfield (Kaw); 3. Ronnie Hayes (Yam).
250 NOV: 1. Craig Johnson (Yam); 2. Jim Phillips (Yam).
250 JR: 1. Danny McDonnell (Hon); 2. Scott Nail (Bul); 3. Larry Staggs (Kaw).
250 EX: 1. Alex Jorgensen (C-A); 2. Don Howard (Yam); 3. Chris Carr (C-A).
500 JR: 1. John Lamont (Yam); 2. Scott Nail (Mai).
500 NOV: 1. Brent Davis (Yam); 2. Randy Holycross (BSA).
500 EX: 1. David Boyles (Hon); 2. Chris Carr (C-A); 3. Mark Key (Yam).

Word, Blagg blast Grants Pass indoor ST

By Clay Light

GRANTS PASS, OR, FEB. 20

Frank Word, riding for Yamaha Sport Center, and Robbie Blagg each took two classes on the second night of a double-header weekend at Josephine County Fairgrounds short track. Word topped the 250cc A and Youth Money mains.

Heat races and semis took the better part of the evening, but when completed, the finals were posted and the mains were ready to take place. The track was rough as usual, and most seem to enjoy it, especially the motocrossers, who were not as strong in force as they were last night at the Expo center in Medford, where eight of 11 in the 125cc class were motocrossers.

Young Ryan Huffman (Huffman Wright Logging Yam) is turning on the wick in both short track and MX this season. Huffman took both the 60cc A main and the 80cc Junior mains tonight, beating Mike Santer and Jason Froebe in the 60cc division and Tater Goodbe and Heath Hutchins in the 80cc class.

California's Donnie Church (Yam) led the start of the 80cc Expert main and was out front all the way to the flag, besting Andy Dixon and Paul Lewis.

The line-up for the 100cc A main looked similar; Church got off well and was never to be challenged. Second again went to Dixon and third to Brian Sheets.

The 125cc A main was quite a bit faster paced, with a full field on the line. At the drop of the flag, Blagg blasted off the line and into turn one ahead of Devin Madison and Ted Perreard (Suz). Blagg, an ex-mini flash, is the one to beat in the area and, like Word, is racking up a fantastic win streak in southern Oregon. Blagg bagged the win over Perreard while Madison held tough to hold back the pack for a third.

The races always get more exciting as the bigger displacement machines roll to the starting aea. The 250cc A main was an interesting race. AMA Pro Frank Word III (Yam) is always a crowd pleaser with his classy, gutsy riding style that matches no one that I have witnessed in the Oregon-Washington areas. Word had the pole position and was out to run the pack to the ground. He shot off the line with the greatest of ease and led over Robert Horban and Bobby Klum. Word had the race to himself as the dicing went on between Horban and Klum. Horban (who also is a wild man) held off Klum to take second.

The Open A main saw Horban come off the line like a rocket. The crowd then wondered if the leader would buckle under pressure. The "flying Word brothers" were on his tail; it was Junior Pro Rich Word (R&B Racing Suz) who pressured the most. Horban held the steady line and ended up crossing the line first to take the win over southern Oregon fliers Rich and Frank Word.

The second to last race on the program was the Youth Money main, which is an Open class for non-AMA Pro riders on 80 to 200cc machinery. Last night at Medford, there wass also a full 10-rider field for the class and proved to be some good action. Blagg (Yam) led Donnie Church (Yam), who was on a 100cc bike, and Ted Perreard (Suz). Blagg was very determined to take home the money for first after finishing third last night in a battle between Dave Nordin and myself. Blagg put the pack behind him and took the win followed by Church and Perreard who was third.

The track, dubbed the "Manure Nationals," due to sharing the facilities with horses and cattle, makes for some slick racing conditions, and was ready to greet the Pros for the Pro Money main. These are the guys that really go at it tooth and nail for the big money. Last night's winner took home some big time loot (Campbell), and tonight's winner (Word) was sure to do the same. Frank Word skated his Yamaha powered sled to the lead and waltzed away. Horban and Rich played catch up all night. The win could have gone to any one of the final 10, but Frank Word hung tough over Horban and Rich Word who rode a fine race to finish third.

Results

PRO MONEY: 1. Frank Word III (Yam); 2. Robert Horban (Yam); 3. Rich Word (Suz).
OPEN A: 1. Robert Horban (Yam); 2. Rich Word (Suz); 3. Frank Word III (Yam).
YOUTH MONEY: 1. Robbie Balgg (Yam); 2. Donnie Church (Yam); 3. Ted Perreard (Suz).
250 A: 1. Frank Word III (Yam); 2. Robert Horban (Yam); 3. Bob Klum (Yam).
200 A: 1. Geoff McCamon; 2. Dennis Murphey; 3. Robert Scoville.
125 A: 1. Robbie Blagg (Yam); 2. Ted Perreard (Suz); 3. Devin Madison (Yam).
100 A: 1. Donnie Church (Yam); 2. Andy Dixon (Yam); 3. Paul Lewis (Yam).
80 JR: 1. Ryan Huffman (Yam); 2. Tater Goodbe (Yam); 3. Heath Hutchins (Yam).
60 A: 1. Ryan Huffman (Yam); 2. Mike Santer (Yam); 3. Jason Froebe (Suz).

Wick wins first Idaho indoor ST

By Marty Gregory

CALDWELL, ID, FEB. 17

The Owyhee Motorcycle Club staged Idaho's first indoor short track race here to the cheers of several hundred fans and over five dozen grinning racers. The event came off without a hitch, was free from any injuries, and was so much fun it'll no doubt become a regular feature on the club's racing calendar.

OMC President Ed Hall and his people negotiated use of a recently-constructed indoor horse arena with the Caldwell Fair Board. Club officials had nothing but praise for city and county authorities for their assistance in preparing the facility for steeds of more than one horsepower. Parking, noise levels, ventilation, crowd control, the PA system and just about everything else worked fine.

The track was short. (You were expecting maybe indoor "long" track?) Advertised as an eight mile, the oval *might* have been a tenth mile. One quick blip of the throttle seemed sufficient for most bikes to get to the next corner. And then, in the Open Expert class, there was Nate Gross on a 750 Yamaha TT bike. Nate was barely afford half a blip.

The track surface was composed of sand and sawdust. There wasn't much dust to speak of as it had been well watered beforehand. However, the soft surface tended to form berms, not just grooves. In fact, a knobby tire might work better than a Class C weenie. Nate Gross suggested some clay be added for future events.

The short, short track and (in the Open classes) big motors made for some real balls-out excitement. Bikes ranged from screaming two-stroke short trackers to TT500 Yamahas to Nate's 750. The warm set-up seemed to be four-stroke Honda singles, which finished 1-2-3 in the Expert main.

The OMC's number one plate holder, Lew Alter, Jr., surprised no one by dominating the Open Expert main. Alter is also very quick on a TT course or an MX track. Lew just flat gasses it!

The spectators' favorite was the Pee Wee class which saw five kids ages 3-6 (boys *and* girl) competing on junior minis with or without training wheels. All kids in this race got trophies.

Another fine race was seen in the Mini Beginner class with Mark Tapp (Hon) relinquishing his early lead to hard-charging Brian Hale (Kaw). Tapp is the son of famous (?) baker Eldon Tapp, and Hale is the offspring of infamous desert racer (Jackrabbit 100) promoter Ray Hale.

Desert racer Ron Dillon called the action "wild!" Dillon managed a fourth in 250cc Expert and (presumably) collected enough money to cover the 10 miles he had to drive to race. Dillon *did* pass up the obligatory kissing of trophy girls (color him faithful!) which left several OMC officials bickering as to whose turn it was to "stand in" for the reluctant racer.

Short track star of the '70s Larry Meredith (now a Maico dealer in Caldwell) donned his leathers once again and showed up to do battle. Meredith demonstrated that he hadn't lost too much talent with a second palce in 250cc Expert. Meredith, by the way, *didn't* mess around about laying the lips to the trophy lady!

Several racers traveled hundreds of miles to compete. Arnie Wick (Hon) came clear from flood-hassled north Idaho to ride and made expenses with a win in the 250cc Expert event.

A total of 69 entrants showed up for this inaugural short track. The 100% payback for Experts, along with nice big trophies, made it worth their while. It certainly looks like we'll be seeing more of indoor short track in Idaho. Now, if we could just get an evening set up with the people who run the hockey rink in Boise for some ice racing!

Results

PEE WEE: 1. Dusty Stringer (Suz); 2. Andy Pokrney (Suz); 3. Robby Aldrich (Suz).
MICRO MINI: 1. Bart Jordan (Suz); 2. Joe Winnett (Suz); 3. Bill Finke (Yam).
MINI BEG: 1. Brian Hale (Kaw); 2. Mark Tapp (Hon); 3. Jason Brumpton (Suz).
MINI EX: 1. Cory Barton (Yam); 2. Ron Lockland (Yam); 3. Toby Ashley (Hon).
125 BEG: 1. Rich Thurston (Hon); 2. John Goodman (Hon); 3. Dick Rockrohr (Hus).
125 EX: 1. Darrell Murphy (Hon); 2. Pete Keller (Hon); 3. Ray Musselman (Yam).
250 BEG: 1. Tony Aullano (Suz); 2. Tony Ashley (BSA); 3. Rick Stone (CZ).
250 EX: 1. Arnie Wick (Hon); 2. Larry Meredith (Mai); 3. Rick Henson (Yam).
OPEN BEG: 1. John Jurkuvich (Hon); 2. Roger Reed (Mai); 3. Roger Slack (Yam).
OPEN EX: 1. Lew Alters, Jr. (Hon); 2. Rodney Reynolds (Hon); 3. Jerry Moore (Hon).

Heying howls at Massacre MX

By Wretched Racer

STEAD, NV FEB. 14

The Western States Racing Association, promoters of the classic Virginia City Grand Prix, broke the ice of a long cold Nevada winter by putting on their St. Valentine's Day Massacre motocross. Expert Jay Heying brought out his Maico Alpha I 490 to begin the '82 season right by mopping up on both Open Expert motos for first overall brass.

Located just north of Reno, near the site of their world-famous air races, in the high juniper at 6000' altitude, the track is almost as pretty as Mammoth's. As this was the first race of the 1982 northern Nevada AMA District 36 season, everybody brought out their new mechines. Unfortunately, 1982 also brought record rain and snow which saturated the course.

Early morning practice took place in knee-deep abrasive pea soup that immediately took six months' wear out of those shiny new scoots. The track did dry enough for super traction for the racing.

First Open Expert moto, Heying got the holeshot and just motored away to a humoungous lead. For the spectators the action was taking place back in the pack. Tim Dyer (Yam) started in second and Steve See (KTM) started in third but fell, dropping way back. He recovered to make a tremendous drive on his 495cc monster-bike to finish the moto fifth.

to fourth. Papp took the moto win with Smith taking second. Hansen finished third leaving him with the series win. Irigary finished the moto fourth with a series finish of second.

Results

60 JR 0-8: Jimmy Button (Yam); 2. Todd O'Rear (Yam); 3. Robby Pascarella (Yam).
60 INT 0-8: 1. Ronnie Densford (Yam).
60 JR 9-11: 1. Kayle Johnson (Yam); 2. Steven Kotajarvi (Yam); 3. Jason Collier (Yam).
60 INT 9-11: 1. Shawn Kalos (Suz); 2. Kyle Lewis (Yam).
80 MOD 9-11 JR: 1. Mike Pascarella (Kaw); 2. Lloyd Green (Kaw); 3. Anthony French (Yam).
80 MOD 9-11 INT: 1. Kyle Lewis (Kaw); 2. Shawn Kalos (Suz); 3. Shawn Wooten (Kaw).
80 MOD 12-16 JR: 1. Jeff Sills (Yam); 2. Jeff Clifton (Yam); 3. Mitchel Farmer (Yam).
80 MOD 12-16 INT: 1. Kyle Fleming (Suz); 2. Richard Flemis (Yam); 3. Waffer Schaeffer (Yam).
80 STOCK 9-11 JR: 1. Mike Pascarella (Kaw); 2. Anthony French (Yam); 3. Todd Pipes (Yam).
80 STK 9-11 INT: 1. Kyle Lewis (Kaw); 2. Shawn Wooten (Kaw); 3. Shawn Kalos (Suz).
100 JR/INT: 1. Taylor Marchell (Yam); 2. Jason Davenport (Suz); 3. Ronnie Hawkins (Yam).
80 STOCK 12-16 JR: 1. Jeff Sills (Yam); 2. Jason Knoles (Kaw); 3. Scott Stone (Yam).
80 STK 12-16 INT: 1. Kyle Fleming (Suz); 2. Waffer Schaeffer (Yam); 3. Chris Stewart (Kaw).
125 JR: 1. Dan Hovis (Yam); 2. Troy McFarland (Yam); 3. Richie Hovis (Yam).
125 INT: 1. Tracy Meeks (Kaw); 2. Mike Larson (Hon); 3. Bruce Jackman (Suz).
250 JR: 1. Frank Valadao (Hon); 2. Rich Mythen (Mai); 3. Ron Knorr (KTM).
250 INT: 1. Bill Glore (Hus); 2. Beaver Ellis (Suz); 3. Luc De Ley (Suz).
OPEN JR: 1. Thomas Snedden; 2. Robert Drewry (Mai); 3. Tony Tamagni (KTM).

SERIES STANDINGS

60 JR: 1. J. Button; 2. R. Pascarella; 3. T. O'Rear.
60 JR 9-11: 1. S. Kotajarvi; 2. S. Collier; 3. S. Clay.
60 INT 0-8: 1. R. Densford.
60 INT 9-11: 1. K. Lewis; 2. J. Kalos; 3. C. Branch.
MINI JR STOCK 9-11: 1. M. Pascarella; 2. A. French; 3. J. Taylor.
MINI JR STK 12-16: 1. J. Sills; 2. J. Knoles; 3. J. Clifton.
MINI INT 9-11 JR: 1. K. Lewis; 2. S. Wooten; 3. S. Kalos.
MINI INT 12-16: 1. K. Fleming; 2. W. Schaeffer; 3. R. Fleming.
MINI JR MOD 9-11: 1. M. Pascarella; 2. A. French; 3. L. Green.
MINI JR MOD 12-16: 1. J. Sills; 2. J. Clifton; 3. M. Elsberry.
MINI INT MOD 9-11: 1. K. Lewis; 2. S. Kalos; 3. S. Brown.
MINI INT MOD 12-16: 1. R. Fleming; 2. K. Fleming; 3. G. Riekki.
100 JR: 1. J. Davenport; 2. R. Hawkins; 3. M. Perez.
125 JR: 1. D. Hovis; 2. W. Furrh; 3. T. McFarland.
125 INT: 1. (TIE) T. Meeks/M. Larson; 2. B. Jackman; 3. M. Fisher.
250 JR: 1. S. Valadao; 2. R. Knorr; 3. C. Holm.
250 INT: 1. B. Glore; 2. B. Ellis; 3. R. Boiteau.
OPEN JR: 1. T. Shedden; 2. C. Turcotte; 3. M. Hillygus.
OPEN INT: 1. J. Hansen; 2. C. Irigaray; 3. C. Mallory.

Jorgensen, Boyles blast Hills Ferry ST

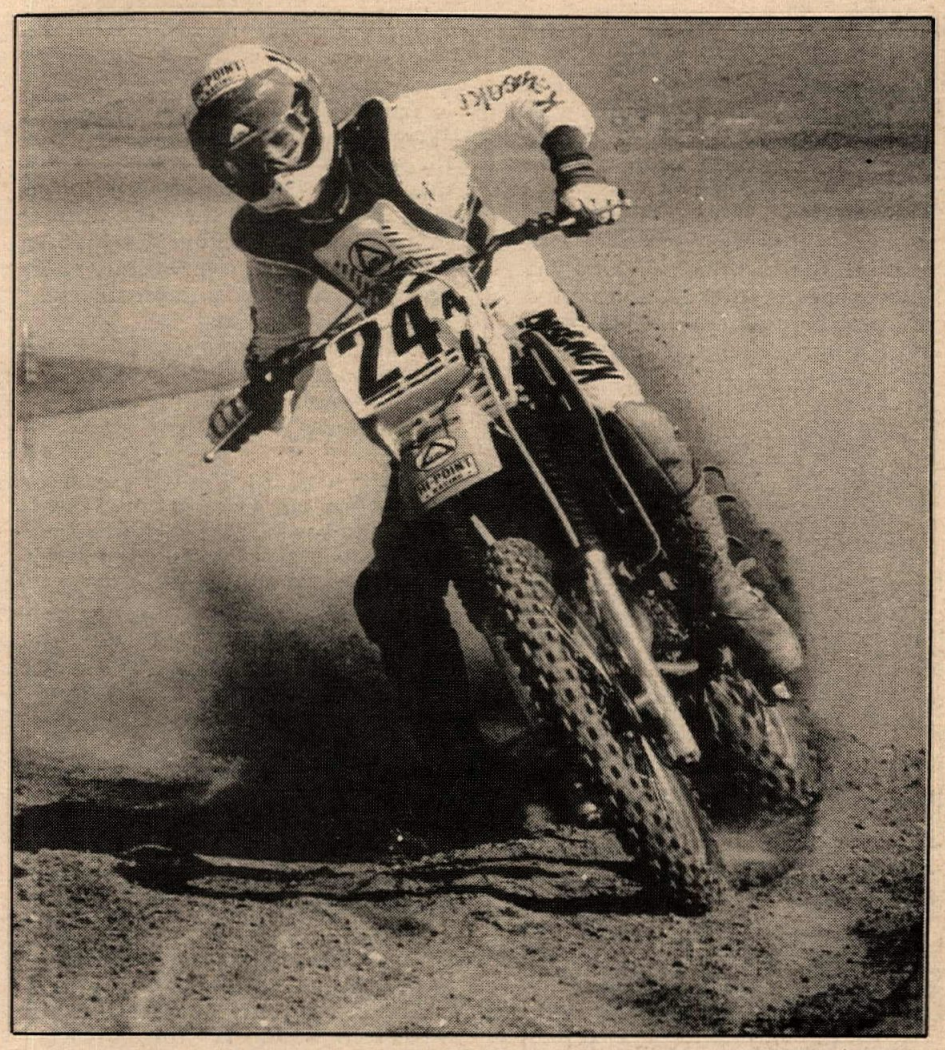
By Bill Spencer

NEWMAN, CA, FEB. 20

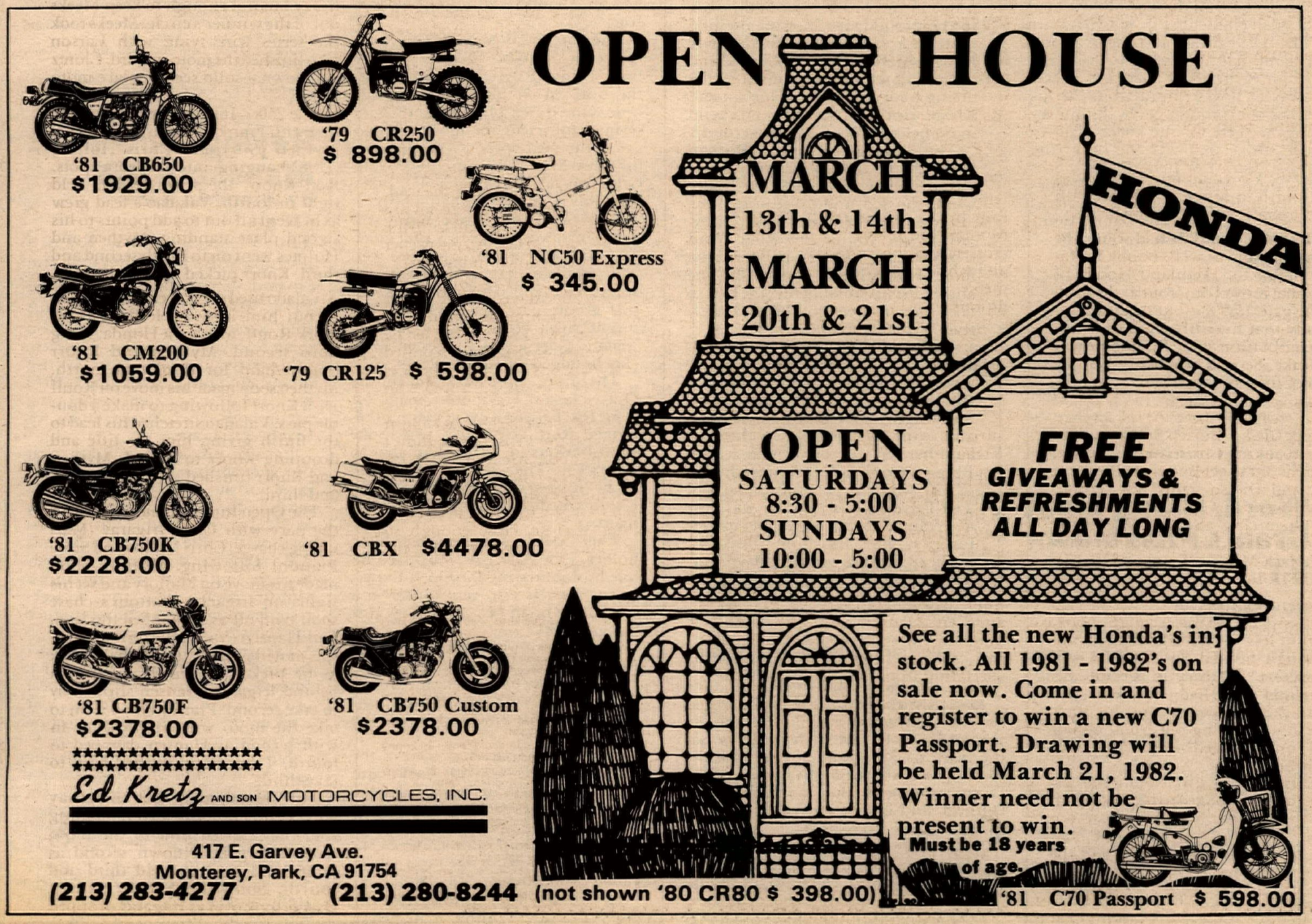
Alex Jorgensen and David Boyles snagged Expert class wins in 250 and Open competition on another rare night of warm spring-like weather on Lionel Nunes' almost cushion quarter-mile at Hills Ferry Raceway. The track will have four promoters for the busiest season ever that should include some TT racing.

Winkie Freitas dominated both Mini Expert races, wailing the competition on his Dave Bird-prepared Yamahas. If this young man continues this sort of development, his number one plate will be very much looked at for the future that NorCal riders seem to enjoy.

Kelley Fischer took second in 100cc Expert with Ronnie Hayes picking up the first of two thirds. Stepehen Mayfield appears to be the only rider



Tracy Meeks won 125cc Intermediate at Madera but tied with Mike Larson for the series class championship.



NORTHERN DATELINE

Klaudt, Diesso knock 'em out at SIR MX

By Clay Light

SEATTLE, WA, FEB. 21

Seattle International Raceway was again greeted by a full house of riders on a showery day. The winners read like a who's who of Seattle area motocrossers. Cory Klaudt put it to the 125cc Pros with a 2-1 punch while Danny Diesso (Burien Suz) used the same score to clinch 250cc Pro. John Christian, Jr. (Yam suppport) was the only Pro to go 1-1, this was in the Open Pro class.

Pro classes were average sized today; both the 125 and 250cc classes had 10 apiece. Getting right to the action, Lance Richotte (Suz) put his Full Floater to the front of the pack followed by Klaudt's sano new '82 KX support ride and Todd Paulson (Suz). Richotte and Klaudt had it out up front, both being excellent Pros who finished well at the Amateur race at the Kingdome, with Klaudt finishing in seecond.

Klaudt couldn't find the elusive hot line around leader Richotte while Brad Bolmes (Suz) took Paulson to move to third when Paulson got out of shape. A three-way dice for fourth was happening between Roland Shaff (Suz), David Henden, Jr. (Yam) and Kurt Howland (Suz). At the flag, the win went to Richotte, second to Klaudt, who let it all hang out but couldn't reel Richotte in. Next came Bolmes, Paulson, Shaff, Henden and Howland, who worked through traffic to finish seventh.

Moto two had Klaudt knock 'em out and waste little time with a couple seconds lead over Richotte and Howland, who got off good this time. Klaudt took the moto win that also gave him the overall followed by Richotte, Howland and Shaff, who had fourth to himself and sewed up third overall with a 5-4 finish.

The 250cc Pro class had some fine riders on hand as well. Bobby Buffaloe, riding for Highland Honda of Tacoma, moved out front at the drop of the gate and was out to show everybody that his fifth-place finish in the consolation at the Kingdome was no fluke. Second was being held by John Christian, Jr. (Yam support). Christian seemed satisfied with second while Buffaloe motored on in first. Danny Diesso (Burien Suz) moved to second, taking Christian by surprise, and was out to get Buffaloe. Time ran out, and Diesso settled for second. Third went to Christian (who won the Open class at Kingdome in the Amateur class), fourth to former mini rider Jack McGill (Yam) and fifth to David Holloway (Yam).

Second moto led by Diesso. was led by Diesso. Diesso was let off the hook, more or less when Buffaloe went out, although he had the speed to win regardless. Trailing in second was Christian who had Holloway and Ward Zeiler (Hon) hot on his trail. Diesso was sailing out front, apparently unconcerned of what was going on behind.

Christian was still leading the battling trio and looked to be picking up the pace. The moto was over too soon, as far as Christian was concerned. Diesso took the win and the overall with his 2-1 placings. Second went to Christian with a 3-2 and third to Holloway with a 5-3.

Christian was looking for a win and found the going in the Open class easier. Moto one saw the big boys battle down to the wire. Rick Tom (Suz) and Jim McLean (Suz) put their Floaters behind the Yamaha pilot as Christian walked away with the win.

Moto two looked to be a repeat, only McLean was second this time and Tomthird. The overall went Christian (1-1), McLean (3-2) and Tom (2-3).

This won't be the first time; in fact it's the third athat we have wished fast healings to Jon Jacobson who was hurt at the Kingdome in the Pro class, so Jon, get well! Also a lot of thanks must go to Jon's mom. Lei Lani, who is head score keeper, for all her wonderful help, because it's rough work being a moto journalist!

Results

OPEN PRO: 1. John Christian (Yam); 2. Jim McLean (Suz); 3. Rick Tom (Suz).
250 PRO: 1. Danny Diesso (Suz); 2. John Christian (Yam); 3. David Holloway (Yam).
125 PRO: 1. Cory Klaudt (Kaw); 2. Lance Richotte (Suz); 3. Roland Shaff (Suz).
OPEN EX: 1. Peter Tredwell (Yam); 2. Ted Devol (Mai); 3. Kevin Silvernale (Mai).
250 EX: 1. Logan Edrington (Kaw); 2. Tim Olson (Hus); 3. Scott Zerr (Suz).
125 EX: 1. Marshall Faven (Suz); 2. Bily Welland (Yam); 3. David Bailey (Suz).
100 EX: 1. Steve Oster (Yam).
80 EX: 1. Steve Oster (Yam); 2. Bob Monrow (Kaw); 3. Scott Rose (Yam).
OPEN C: 1. Rodney Jessen (Yam); 2. Ryan Warriner (Mai); 3. Danny Kirby (Kaw).
OPEN B: 1. James Burns (Mai); 2. Tim Gates (Hon); 3. Ed Schaletzke (Suz).
OTH B: 1. Mike Doherty (Mai); 2. Doug Snider (Yam); 3. Bob Quarterman (Yam).

Williams, Church clobber Eugene mudocross

By Clay Light

EUGENE, OR, FEB. 28

What looked to be a perfect day of racing turned out to be another mudder at ERA MX on the outskirts of Eugene, which always seems to get the most rain in the Willamette Valley area. Mother Nature turned against motocrossers and doused Eugene with over an inch of rain which made for some messy, yet interesting, racing conditions.

Steve Williams (Yam support) is on a roll, racking up the 250cc Pro class win for the umpteenth time with wire-to-wire wins both motos. Wayne Church on a new Kawasaki KX took both 125cc Pro motos by surprise over last outing's winner Richard Earle.

The race to watch was the 125cc Novice class, which was the first class of the bigger bikes to brave the messy muck. Jimmy Dragness (Eugene Suz) led at the start over Brian Kragerud (Yamhill Yam) and Scott Avery (Suz). Kragness and Kragerud opened up an immediate half lap lead over the pack and were dicing it out up front. The other 13 riders were strewn around the course, either remounting or spectating from the sidelines.

Kragerud got by for the lead, but only after Kragness bailed off in the slop and lost a lap, which he had over the entire pack, even lapping second place. Third went to Randy Langham (Yam), who rode back of the frontrunners, and fourth to Trent Wahl (Kaw).

Moto two had Kragness again lead the pack into the quagmire. Kragerud got by for the lead, and the race was all his with Dennis Rainwater (Hon) finishing second and Kragness third.

A race that always brings the spectators out of shelter is the Pro class. Only five Pros chose to contest, although 12 were on hand but chose to not compete (which used to be unheard of since Eugene riders are the best in the mud). The skimpy turnout of Pros didn't mean that it wouldn't be exciting, and Steve Williams (Yam) put his Herb's Cycle into the lead over Roseburg's Rod Huffman (Huffman Wright Logging/Suz) and 125cc riders Richard Earle (Cycle Country/LOP/Hon), Wayne Church (Kaw) and Terry Baker (DG/Eugene Suz).

Huffman soon got by Williams as they crested turn one. Williams went sideways and was pitched off as Earle continued to lead the 125s over Church. Baker also took a slop sample which let Earle and Church free to go battle over first 125. Huffman was cooking out front, but Williams found a way around and led by the half.

By this time the race was really getting tense; the 125cc Intermediates were also in the hunt, and as always they run with the 125cc Pros, since they are equal in speed. The Intermediates also found the hot line around the Pros, except for Williams and Church who were on the same lap. Lonny Sayles (Yam) and Rick Gunderson (Yam) moved to challenge Earle next and put on a two-lap dice with the Pro until Earle bailed off, as did Sayles which left first Intermediate spot open to Gunderson.

Williams took the flag in first followed by Church while a lap down the rest of the pack at the finish looked like this: Earle, Gunderson, Jeff Toedtemier (Suz), Huffman (who had some problems — no kick starter), Baker and Jim Anderson (Yam).

Moto two saw Earle jump in an "Earley" lead over Baker and Church, who swapped spots when the trio of Pros hit turn one. Earle began to pull away but bobbled in the soup momentarily, letting Church by for the lead. The 125cc Intermediates were having a harder than usual time catching the Pros, since the mud was getting deeper as the rain came down in buckets.

Earle closed the gap on Church this moto and stayed close. Baker crashed to put himself among the Intermediates who were being led by Gunderson and Sayles. Church pulled about six seconds on Earle, who was trying his best to catch Church who was stoked about his new KX. Sayles made a late moto charge that caught him up with the Pros, but he didn't get by as he and Earle went at it with the Honda rider holding Sayles at bay for the remainder of the moto. Church took the flag first over Earle who stayed close, close enough so that if Church made a mistake, the moto would've been his.

Results

250 PRO: 1. Steve Williams (Yam); 2. Rod Huffman (Suz).
125 PRO: 1. Wayne Church (Kaw); 2. Richard Earle (Hon); 3. Terry Baker (Suz).
OPEN INT: 1. Derek Louvring (Yam); 2. Dave Beck (Yam); 3. Guy Toedtemier (Yam).
250 INT: 1. Mike Obie (Yam); 2. Linsay Wurn (Yam).
250 NOV: 1. Mike Jenkins (Yam); 2. Tom Wood (Yam); 3. James Haws (Yam).
125 INT: 1. Rick Gunderson (Yam); 2. Lonny Sayles (Yam); 3. Jeff Toedtemeir (Suz).
125 NOV: 1. Brian Kragerud (Yam); 2. Jimmy Kragness (Suz); 3. Randy Langham (Yam).
30-40: 1. Charlie Standeford (Mai); 2. Charlie Harter (Mai); 3. Bernard Palmer (Yam).
MINI INT: 1. Jeff Daily (Yam); 2. Matt Ramey (Yam); 3. Anthony Valenzuela (Yam).
MINI NOV: 1. Lonny Gastrignano (Hon); 2. Damon Schaffer (Yam); 3. Randy Holm (Suz).
60-70: 1. Jeff Daily (Yam); 2. Ryan Huffman (Yam); 3. Anthony Leach (Yam).
PEE WEE: 1. Chuck Standeford (Yam); 2. Ryan Huffman (Yam); 3. Brett Holm (Hon).

Jackman, Meeks tie for Golden State Sportsman standings

By Jerry Parsons

MADERA, CA, FEB. 20

Lake Madera hosted the final round of the Continental Moto-sport Club/Preston Petty Golden State Series as many riders took their last shot at the Sportsman series win.

Tracy Meeks (Kaw), tied for third in the series, jumped to an early lead in the 125cc Intermediate class. Bruce Jackman and Robert Felix both held tight hoping for a way by Meeks. Felix was soon down leaving Mike Larson (Hon) to hold third. Larson was hot and soon made his move on Jackman. Larson was the current series point leader and was gunning hard for first place points. Meeks' lead slowly grew comfortable as he began leaving the pack, nailing the first moto win. Larson finished second followed by Jackman who was only five points behind Larson for the overall.

Meeks wasted no time in taking charge as he blasted into an early second moto lead. Dan Hannah (Suz) and Bill Clontz (fourth in the series) both kept it pegged to hang with Meeks.

With Larson running third, he could tie the series and split the honor with Meeks. The pressure was heavy but not enough to keep Meeks out of the winner's circle. Meeks took the series win, tying with Larson who finished the moto in third. Clontz tied down a solid second place moto finish.

The 250cc Juniors rocketed off the line with Frank Valadao (Hon), Rick Mythen (Suz) and Chris Holmes (Hon) hanging onto the front spots. Ron Knorr, the series leader, held tight in fourth. Valadao's lead grew as he went all out to add points to his second place standing. Mythen and Holmes went on to finish second and third. Knorr picked up fourth.

Valado used the power of his Honda to put him into the lead again as Mark Rouff, also on a Honda, hung onto second. Mythen and Knorr fought hard for third and fourth. Mythen soon made his move on Rouff with Knorr following to make a double pass. Valadao stretched his lead to the finish giving him the title and dropping Knorr to second. Mythen and Knorr finished the moto second and third.

The Open Intermediates picked up the pace with Chris Irigaray (Mai) taking charge, Chris Malloy and Steve Piattoni following. Piattoni soon made his move on Mallory and set his sights on Irigaray. Piattoni's chase soon paid off as he nabbed the lead. Gus Hansen (Yam), the series leader, was moving rapidly through the pack as he picked up third, moving in behind Irigaray. Hansen slipped by to take second. Piattoni held it on to take the moto win. Smith came in with second as Hansen dropped to fourth. Tibor Papp pushed hard to take third.

The second moto got underway with Papp grabbing a commanding lead that carried him to the moto win. Irigary held down second as Smith and Hansen held third and fourth. Soon the Smith/Hansen charge took over as Iragaray dropped

Patrick O'Keefe and Brett Redman.

250cc Novice Colin Ryan finished just ahead of Open Novice Charlie Strong to win the race and his class as Cal Stuebner came in right on their mufflers for second 250cc Novice. Behind them, and second Open, was Mark Haines with South Africa's Jimmy Redman right behind him, leading Scott Jewell.

Andy Dale took the Open Beginner win and Frances Bogush the 250cc Beginner win.

Expert William Surrat ran off from the rest of the lads in the Mini race. Closest to Surratt was Intermediate John Gersjes while Nicky Pounds, from Victorville Suzuki, settled for second Intermediate ahead of Lancaster's Chuck Valenzuela.

Gene Baldwin took the Novice race from Keith Morabito, and Travis Jefferson won the Beginner race followed by Robert Forest, Dave Thacker and Kenneth Tate.

Results

80 BEG: 1. Travis Jefferson (Suz); 2. Robert Forest (Suz); 3. David Thacker (Hon).
80 NOV: 1. Gene Baldwin (Yam); 2. Keith Morabito (Yam); 3. Shawn Burrell (Yam).
80 INT: 1. John Gersjes (Kaw); 2. Nicky Pounds (Suz); 3. Chuck Valenzuela (Yam).
80 EX:1. William Surratt (Kaw).
60 BEG: 1. Jason Black (Yam).
125 BEG: 1. Alex Lopez (Yam); 2. David Klein (Yam); 3. Bryan Irons (Yam).
125 NOV: 1. Steve Cardillo (Yam); 2. Ted Stuebner (Yam); 3. John Ray (Suz).
125 INT: 1. Chris Lance (Kaw); 2. Jason Rincon (Kaw); 3. Larry Bohlken (Suz).
250 BEG: 1. Mike Lofton (Yam); 2. Glen Comer (Yam); 3. Lance Bagley (Hon).
250 NOV: 1. Colin Ryan (Yam); 2. Cal Stuebner (Suz); 3. Earl Penny (Suz).
250 INT: 1. Mike Edmonds (Yam); 2. Jim Vermillion (Yam); 3. Charles Penny (Suz).
OPEN BEG: 1. Andy Dale (Yam); 2. Howard Dunn (Hus).
OPEN NOV: 1. Charlie Strong (Suz); 2. Mark Haines (Suz); 3. Jimmy Redman (Yam).
OPEN INT: 1. Rick Grant (Mai); 2. Mike Copello (Yam); 3. Verlin Van Zee (Mai).
WOMEN BEG: 1. Patti Marshall (Suz); 2. Lenora Del George (Suz).
WOMEN NOV: 1. Roxanne Ray (Hon).
WOMEN EX: 1. Karen Leitinger (Suz); 2. Gale Webb (Hon); 3. Tam Tracy (Hon).
VET BEG: 1. Tom Fiala (Yam); 2. Paul Burton (Kaw).
VET NOV: 1. Chuck Rowe (Yam); 2. Mike O'Leary (Yam); 3. Robert McBane (Kaw).
VET INT: 1. David Wilson (Suz); 2. Tim Cash (Suz); 3. Frank Quick (Suz).
VET EX: 1. Ron Gibson (Hon); 2. Sam Groce (Yam); 3. Kurt Dietrich (Suz).
PROS: 1. Randy Yetto (125 Yam); 2. Andy Jefferson (Open Hus); 3. Pat Hubbs (125 Suz).

Jefferson, Yetto, Hoover CMC Sunrise winners

By Bert Valenzuela

ADELANTO, CA, FEB. 21

Andy Jefferson (Open), Jim Hoover (250cc) and Randy Yetto (125cc) won their respective Pro races and the accompanying bucks at the California Moto-sports Club's Sunrise Valley motocross. The "Dandy Duo" (Randy and Andy) and Jim Hoover managed to come up wtih a clean sweep for the desert dwellers.

In moto one for big bikes, Bill Keefe jumped out front and held the lead for five laps. On lap six, Jefferson, rapidly recuperating from a knee injury, decided his knee was all right and opened it up.

Once he passed Keefe, it was all over. He enjoyed his "natural" position and just kept pulling away.

Placentia's Ted Hoyt wasn't conceding a thing, however, as he repeatedly challenged for the number two spot all the way to the checkered flag.

The second moto saw Hoyt holeshot and lead for one lap. Jefferson resumed what he considers his rightful place and left Ronnie Gibson to fight it out with Hoyt for second while holding off Keefe. They crossed the finish line with Gibson sandwiched between the two youngsters.

Hoover didn't have it as easy in going for his two firsts in the 250cc contest. In both motos he had to overtake and hold off another desert dweller, Woody Carlson, who worked very hard and rode brilliantly in a vain effort to regain the lead. Canoga Park's Doug Benno was third.

The second moto was a repeat, except that it took Hoover nine circuits of the challenging mile and a half course to pass Carlson.

Again Benno was in hot pursuit, but to spice things up Tom Browne came up and pushed Benno all the way. Close but no cigar.

The first three spots went to the same three riders that took the first race.

Yetto, who obviously digs the new track layout, led the 125s with Pat Hubbs the only other rider within any sort of striking distance. "Dandy" Randy seems to get better and faster with each outing, although Hubbs rode a helluva race trying to stay close. Jim Gibson also gave a good account of himself, taking third in this very fast race.

Greg Pworkowski (Intermediate), who finished second to Cal Stuebner (Junior) in the first moto, switched places with Cal in moto two to win top honors in the 250/Open Juor/Intermediate race. Cal was consoled by his first place finish among the Juniors as both riders beat the big bikes.

Phil Davy got a stiff argument from Dan Rader and James Daniels but managed to stay in front for the Open Junior win.

Scott Thiedeman edged out Rader and Daniels as he took the second spot behind Stuebner.

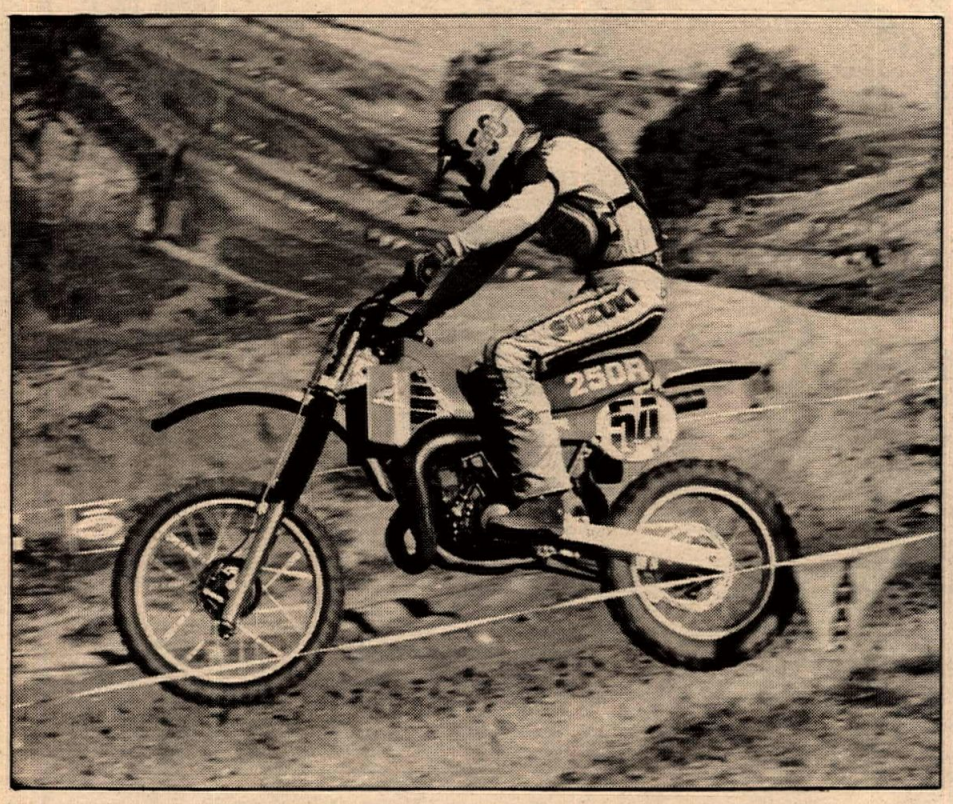
Johnny Ray lost the first moto, in the last two laps, to Alex Lopez in the 125cc Junior contest. After a close inspection of the turf at turn two, he re-grouped and passed Lopez on lap five to take the win in that class. Both of these lads finished ahead of Intermediate Louis Springer, as did Nicky Pounds on his Victorville Suzuki 80.

The winner in the Mini Junior group was Travis Jefferson, who finished ahead of Steve Sailing and Robert Forest. •

Results

OPEN PRO: 1. Andy Jefferson (Hus); 2. Ted Hoyt (Yam); 3. Bill Keefe (Hus).
OPEN JR: 1. Phil Davy (KTM); 2. Dan Rader (Suz); 3. James Daniels (Yam).
250 PRO: 1. Jim Hoover (Suz); 2. Woody Carlson (Yam); 3. Doug Benno (Hon).
250 JR: 1. Cal Stuebner (Suz); 2. Scott Thiedeman (Mai); 3. Mike Ishida (Mai).
250 INT: 1. Greg Pworkowski (Kaw).
125 PRO: 1. Randy Yetto (Yam); 2. Pat Hubbs (Suz); 3. Jim Gibson (Yam).
MINI JR: 1. Travis Jefferson (Suz); 2. Steve Sailing (Yam); 3. Robert Forest (Suz).
MINI INT: 1. Nicky Pounds (Suz).
125 JR: 1. John Ray (Suz); 2. Alex Lopez (Yam); 3. Mike Youmaus (Suz).
125 INT: 1. Louis Springer (Suz).

Western hotline



Matt Tedder aviates his Honda in 250cc Pro at CMC Saddleback.

STOCK NOV (12-16): 1. Mike Allen (Suz); 2. Dean Kuhn (Yam); 3. Anthony De Benedetti (Yam).
MOD NOV (12-16): 1. Mike Allen (Suz); 2. Phil Lawson (Yam).
STOCK NOV (9-1): 1. Danny Hembree (Yam); 2. Tommy Clowers (Yam); 3. Scott Hainsworth (Yam).
MOD NOV (9-11): 1. Danny Hembree (Yam); 2. Tommy Clowers (Yam); 3. Jason Frieze (Yam).
JUNIOR CYCLE
STOCK (9-11): 1. Danny Hembree (Yam); 2. Jamie Conney (Yam).
MODIFIED (9-11): 1. Tommy Clowers (Yam); 2. Danny Hembree (Yam); 3. Jamie Conney (Yam).
STOCK (0-8): 1. Dennis Dhalin (Yam); 2. Sean Thornton (Yam); 3. Justin Rich (Yam).
MODIFIED (0-8): 1. Sean Thornton (Yam); 2. Dennis Dahlin (Yam); 3. Justin Rich (Yam).
PEE WEE STOCK: 1. Sean Thornton (Yam); 2. Justin Rich (Yam); 3. Eric Stafford (Yam).
PEE WEE MOD: 1. Justin Rich (Yam); 2. Gregg Phillipson (Yam); 3. Eric Stafford (Yam).

O.T. Rosenburg wins Desert Viper's G.P. at DeAnza

By Bob Alloy

SUNNYMEAD, CA, FEB. 21

There are Grand Prixs that are challenging, there are others that are mostly fun, and then there are those that are a lot of hard work. The Desert Vipers GP at DeAnza Cycle Park proved to be mostly the latter. There were downhills that were so steep and so long that it caused quite a few problems, mainly hot brakes disappearing just when you needed them most. A heck of a lot of us were on a collision course going down those fast mountains.

The whole track layout was really very tight and in many places impassable. There were Old Timers out there and , of course, we were always in each other's way. The temperature was 80 degrees and hotter, and this ordeal went on for one solid hour. Many of us felt like never racing again. However, many of us survived the whole five laps.

After one hour of this grueling and taxing orgy, we were ready for blood plasma, Gatorade, beer, or whatever came along first. But after all that's said and done, we're ready for another one.

Results

MASTERS: 1. Dennis Rosenburg; 2. Marshall Jennings.
EX: 1. Chuck Woody; 2. Dave Hutchins; 3. Beb Berdyck.
AM: 1. D.R. Reichman; 2. AL Smith; 3. Gene Powell.
NOV: 1. Richard Guthrie; 2. Dick Fettel; 3. David Blodgett.

CRC Awards Banquet

By Terry Rezek

LAKEWOOD, CA, FEB. 17

Scot Harden, ISDE rider extraordinaire and Husqvarna representative, said it best as he looked around the hall just before presenting an award to the California Racing Club's top enduro rider of 1981. "I didn't have any idea of what CRC was before I came here tonight. I can see it's pretty much like what I grew up with, basically a family-oriented group of people. From that family net comes the best riders around!"

Those racers and families were all there to receive enormous trophies and share in over $15,000 worth of contingencies. They were also there to receive what may be the most important award of all — the recognition of their peers, the applause of people like themselves against whom they raced for the entire year.

CRC has four major divisions — motocross, grand prix, enduro and ATV/Odyssey. Each of those has many sub-divisions. To list the champions in this little story would make it look like a telephone book. The year end standings for all of CRC has been reported in the Results section. I want to give you just some impression of the people.

A few instances marked the family flavor of CRC. The winner of the Enduro Women's division was Michele Keast. Her father, Harry, won the Senior class. Overall winner of the Odysseys was Karen Paradis; hubby Steve picked up third in the same class. Chuck Woody maintained his number two plate in the Grand Prix Senior class but had the pleasure of seeing son Terry move up to number one in the Mini class.

There were a couple of brother acts. John and Mike Ferro wound up third and fourth in the GP 250cc class and, of course, there were the Smith brothers. In a year-long running battle, Troy was often first in 200cc and Quinton second. They stayed close enough on points that it came down to the last race, and Quinton had the luck to get the championship. Next year ought to bring new meaning to "sibling rivalry."

Other family portraits: The racing Downey family — Carol; John, Jr. and John, Sr. — would not have done as well without Nana's cheering. The Enduro classes were stuffed with Stefans. Also, Kathy Herndon placed higher than husband Bill. Of course, he did fritter away a lot of his time rebuilding trails in the Sequoia National Forest for us to ride on.

Even CRC folks did the family number with Jeff Barbacovi, son of club co-founder Jack, getting the championship in the Mini Motocross division.

Beier scores easy at CMC Saddleback

By Mike Klinger

ORANGE, CA, FEB. 21

Yamaha-mounted Mike Beier put together two impressive wins to top the 125cc Professional class at Saddleback Park as the Continental Motosport Club hosted their last race here for February. Bruce McDougal (Hon) put his 480cc machine atop the Open Pros as did P. Wiker (Suz) in the 250cc Pro division.

The turnout was low because the last race in the Golden State Series was being held in central California so the 250 and Open Pros were staged together. In the 250cc class, Matt Tedder (Hon) took the easy win in moto one with Wiker hot on his heels. As Tedder and Wiker began to pull the field, Steve Pfaff (Yam) held off Juan Picazo (Yam) for third. As the 16-lap event ended, Tedder outlasted Wiker for the win with Pfaff third over Picazo.

Wiker put it all together in moto two to win the overall. J. Drury (Hon) had two fine rides to place second overall just ahead of Tedder, third overall, who had trouble in moto two.

Bruce McDougal proved he has made a fine come back by topping the seven-rider field of Open Pros. McDougal aced two motos on the day.

Thirteen anxious 125cc Pros hit the turf for the 16-lap motos, and Mike Beier was the victor. Doug O'Donnell (Suz) and Doug Dubach (OCC) had second and third place nailed until pressure from the other sent both riders to the ground. Both riders regained speed, but Dubach retired four laps later with a piston seizure. Tim Brady got a bad start, but as the laps began to wind down, Brady picked off riders and passed O'Donnell for third.

At the flag, Beier won easily with Brady putting on quite a show to finish second with Kevin Hopkins (Yam) third, then O'Donnell, Tony Gomez (Suz) and Paul Thede (STR).

Moto two sent Beier to the victory circle. Beier, O'Donnell and Brady all had their hands on the lead, but Beier came out with the overall. Brady's two gutsy rides gave him second overall followed by O'Donnell, Hopkins and Mark Denning (Suz).

Results

MINI JR: 1. T. Zito (Yam); 2. L. Smith (Suz); 3. T.Alessi (Yam).
MINI INT: 1. M. Toyama (Yam); 2. S. Skibel (Yam); 3. S. Gamble (Yam).
MINI EX: 1. P. Denis (Kaw); 2. K. Hendricksen (Yam); 3. C. Campbell (Kaw).
125 JR: 1. L. Jones (Suz); 2. B. Mortensen (Suz); 3. J.Denham (Suz).
125 INT: 1. R. Engel (Yam); 2. M. Horton (Yam); 3. T. Swartz (Yam).
250 JR: 1. C. Goshorn (Suz); 2. J. Melton (STR); 3. T. Johnson (Yam).
250 INT: 1. R. Hannah (Suz); 2. B. Shermak (Hon); 3. J. Scott (Suz).
500 JR: 1. D. Stocker (Hon); 2. M. Smith (Yam); 3. K. Griffon (Suz).
500 INT: 1. J. Harris (Yam); 2. D. Curtis (Hon); 3. D. Glover (Yam).
VET JR: 1. K. McCleod (C-A).
125 PRO: 1. M. Beier (Yam); 2. T. Brady (Hon); 3. D. O'Donnell (Suz).
250 PRO: 1. P. Wiker (Suz); 2. J. Drury (Hon); 3. M. Tedder (Hon).
500 PRO: 1. B. McDougal (Hon); 2. F. Steiner (Suz); 3. R. Campbell (Mai).

Yetto, Leitinger, Gibson shine at D-37 Sunrise MX

By Bert Valenzuela

ADELANTO, CA, FEB. 14

Looking better every time out, Lucerne Valley's Randy Yetto put together two seconds to pick up first place Pro money as he edged out a rapidly recuperating Andy Jefferson at Sunrise Valley Cycle Park's District 37 motocross.

Eric McCracken (Open) took moto one with Yetto taking second on his 125. Jefferson had leg problems and never caught up; after dropping off the pace on lap six, with Tony Riddell (Kaw) and Pat Hubbs (Suz), not to mention the two leaders.

For reasons unknown, McCracken DNF the second moto in which Steve Rawson jumped out and led for four laps.

Jefferson "the Jet" shot around him and then dropped in behind Yetto, who worked his way from sixth to second.

Thereafter the desert's "dandy duo" left the rest of the field as they decided to do a little showing off for Brett Redman, Jimmy Redman and Patrick O'Keefe who were visiting from South Africa.

Rawson faded to sixth as Hubbs, Riddell and Bob Campbell, in that order, crossed the finish line behind Andy and Randy.

Karen Leitinger, warming up for her go at a second consecutive win in the Have a Heart GP (at this track on March 7), held off Gale Webb in the Expert division while Tam Tracy and Charlene Ho traded spots in both motos to finish third and fourth. Behind these two were Patti Marshall, Roxanne Ray and a newcomer to the District MX wars, Lenora Del George.

The girls shared the course with the 125cc Beginners and Novices, and Karen beat a few of them.

Steve Cardillo was the winner in the 125cc Novice division, closely followed by Ted Stuebner and Johnny Ray. Ray holeshot both motos, but he kept checking out the soil mixture at the first turn and that tends to slow him up a mite. Stuebner and Cardillo put on a helluva close race, staying on their bikes throughout the entire performance. Alex Lopez won the Beginner race with David Klein and Brian Irons right on his tail.

One of the most interesting races was the dice-out between teammates Chris Lance and Jason Rincon in the 125cc Intermediate contest. Rincon took moto one, but Lance beat his buddy in moto two.

They turned in two of the day's top lap times during their duel.

Rodney Phelps may have made it even more interesting, except for a premature dismount and arm injury in moto one. Folljowing the two "greenies" across the finish line were Larry Bohlken and two SA visitors,

MINI INT: 1. Mark Toyama (Yam); 2. Nicky Pounds (Suz); 3. John Gerjes (Kaw).
MINI NOV: 1. Thayne Zito (Yam); 2. Bunky Morton (Suz); 3. Jeff Kent (Kaw).
MINI BEG: 1. Mark Gabriel (Kaw); 2. Mike Meier (Kaw); 3. Jim Connor (Kaw).

Falter and Conney split Minis at CMMC Barona Oaks

By Rod Eschenburg

SAN DIEGO, CA, FEB. 21

With no other Mini Experts on hand today at the California Mini Motorcycle Club Motocross, Kawasaki-mounted Steve Stewart hd to be content to mop up on the 105cc Mini class over Cory Falter (Yam) and John Conney (Suz). The real action, however, came in the Mini Intermediates where Falter took a 2-1 effort to victory over Michael Craig (Yam) in the Stocks, and Conney went two for two over Kawasaki-mounted Shawn Davidson in the Modifieds.

Actually, Conney did the most winning with three firsts, but his second moto ninth in the Stocks dropped him to fourth overall in that division. Falter's win in the Stocks earned him a transfer to the Experts for next race day on March 7.

In the 125cc Stock motorcycle class, 1981 CMMC champ Mitch Palmer was shut out as newcomer Don Turk (Suz) ripped the class over Keith Craig (Yam) with Palmer a distant third. Craig reversed the tables in the Modifieds, however, with an exciting 2-2 finish over Turk's 1-3 effort which edged Palmer's 4-1 score. Looks like a very interesting year at Barona for the 125s.

The large field of 125cc Intermediates saw visitor Mark Decker (Yam) take both the Stock and Modifieds with 2-2 and 2-1 efforts over Mark Scott (Yam) and Scott Richeson (Yam), respectively.

Richeson's vastly improved riding earned him a transfer to the Experts for next race day, Decker should be following along soon.

In the Novice 125s, Rich Schulenberg's (Suz) two-for-two blast of the Stocks earned him a transfer to the Intermediates for next race day. Since moving to the 125s in the fall of last year, Schulenberg has not failed to grab at least one win in each of his starts, and he doesn't list a sponsor!

Going back to the Minis, Novice rider Mike Allen (Suz) picked up both the Stock and Novice classes with a four-for-four clean sweep. The Stock win came over Dean Kuhn (Yam), who is the only rider to defeat Allen so far this season.

And finally, another great field of 9-11 Novices with some really great racing saw Junior Cycle graduate Danny Hembree (Yam) take both the Stock and Novice classes over arch rival Tommy Clowers (Yam), also out of the Junior Cycles. Both riders also returned to the Junior Cycles Sunday, with Clowers "getting even" with a two-for-two shutout in the Modifieds.

Lots of action as always at Barona, and with the season still young, come on out and get in on the action at the only track in California which is designed and operated exclusively for the Juniors, Minis and 125s.

Results

MINICYCLE

SPECIAL 105cc: 1. Steve Stewart (Kaw); 2. Cory Falter (Yam); 3. John Conney (Suz).
STOCK INT (12-16): 1. Cory Falter (Yam); 2. Michael Craig (Yam); 3. Michael Dickerson (Yam).
MOD INT (12-16): 1. John Conney (Suz); 2. Shawn Davidson (Kaw); 3. Eric Dickerhoff (Yam).

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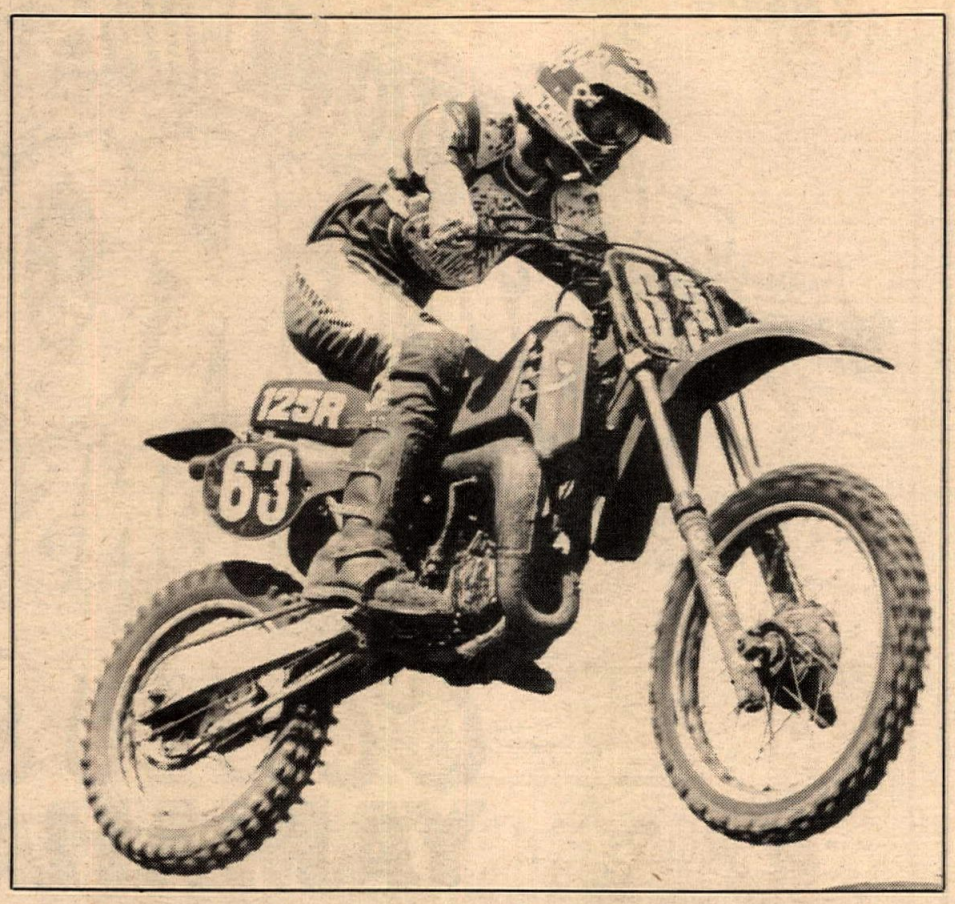


David Hopwood caught sky and won 125cc Pro at CMC Carlsbad.

Hopwood, Carlson win at CMC Carlsbad MX

By Myron Hemley

CARLSBAD, CA, FEB. 28

Woody Carlson and David Hopwood shared top honors when Carlson won the 250cc Pros and Hopwood the 125s at the Continental Motosports Club's motocross at Carlsbad Raceway.

The 125cc Pro class was the first race of the day, with Robbie Nolin holding the lead after one lap. A lot of pressure was being put on Nolin by Hopwood. In third place was Don Turk, Pat Hubbs fourth, and Rik Nielsen fifth.

Halfway through lap three, Turk slid out, dropping back to sixth behind Scott Sargent. By lap five Hubbs had caught up to Hopwood to battle for second. Hubbs and Hopwood diced for second till the seventh lap when Hubbs fell off the pace with a flat tire.

Nielsen moved into third when he passed Hubbs. Hubbs was then passed by Sargent for fourth as he slowly faded back through the pack. Sargent moved up another position when Nielsen started having unknown engine trouble and DNF the rest of the day.

When the checkers came out, Nolin rolled across the line with a comfortable lead over Hopwood, Sargent and Turk with Scott Meyer rounding out the top five.

Nolin blasted his YZ into the lead of the second moto coming out of turn one. Hopwood, Hubbs, Tetherton and Turk followed. Nolin lost the lead to Hopwood when he went down a quarter of the way into lap one in a sharp, muddy turn.

Hopwood was put back into second when he was passed by Hubbs, who flew halfway down the downhill into the lead.

Nolin remounted an unsatisfied sixth but didn't stay there long as he passed Joe Merrihew on the third lap and Turk on the next for fourth. Nolin diced with Tetherton for four hard laps before taking over third.

When the laps ran out, it was Hubbs taking a big win after losing the air in his rear sneaker in the first moto. Hopwood rode another strong race for second, grabbing the overall. Nolin finished third, wishing he had two more laps. Tetherton was fourth and Turk fifth.

In the 250s, Woody Carlson was out in front, flying off "Devil's Drop," to end the first lap ahead of Brian Pitzen, Joaquin Picazo, Jeff Lucas and Randy Norman. Norman passed Lucas on the downhill of the third lap for fourth. He then moved into third behind Picazo when Pitzen fell at the bottom of "Devil's Drop." Norman moved into second when Picazo holed his pipe and slowly faded into the pack.

Pitzen remounted in the back of the pack and was soon back into the charge for the lead. Pitzen caught and passed Lucas by the seventh lap to take over third. Pitzen diced with Norman for three laps before moving into second.

Carlson finished with a six-second lead over Pitzen, Norman and Lucas.

In the second moto, David Hammond got the holeshot ahead of Pete Murray, Carlson, Tom Browne and Pitzen. Murray and Carlson both passed Hammond on the first lap to move into first and second. Carlson passed Murray on the third lap for the lead, and Browne passed Hammond on the same lap for third. Hammond regained third two laps later when Browne pulled off with mechanical problems.

Murray haunted Carlson till the 11th lap when he made his move to take over the lead. Lucas moved into third after a three way battle between Lucas, Hammond and Rodney Clemens, riding in his first Professional race.

Murray opened a small lead over Carlson for the win. Murray went down at the start of the first moto but came back to finish sixth giving him second overall behind Carlson. Lucas was third, Hammond fourth and Clemens fifth.

Results

125 JR: 1. L. Jones (Suz); 2. M. Lardesent (Yam); 3. R. Odger (Suz).
125 INT: 1. R. Hayes (Suz); 2. M. Palmer (Hon); 3. R. Bell, Jr. (Suz).
125 PRO: 1. D. Hopwood (Hon); 2. R. Nolin (Yam); 3. D. Turk (Suz).
250 JR: 1. D. Dinkel (Yam); 2. B. Schulteis (Suz); 3. J. Booth (Hon).
250 INT: 1. D. Lott (Yam); 2. R. Russell (Suz); 3. J. Harmon (Suz).
250 PRO: 1. W. Carlson (Yam); 2. P. Murray (Mai); 3. J. Lucas (Suz).
OPEN PRO: 1. S. Rhyan (Hon); 2. R. Norman (Yam); 3. T. Papper (Yam).
VET JR: 1. S. Russell (Yam); 2. T. Kauble (Yam).
VET INT: 1. B. Totter (Suz).
VET MAS: 1. C. Rouse (Hon); 2. E. Elllis (Yam).
MINI JR: 1. A. Long (Yam); 2. D. Dillard (Yam).

Denton tops Saturday Saddleback 250cc Pros

By Terry Whytal

ORANGE, CA, FEB. 20

Suzuki rider Gary Denton captured top honors in the 250cc Pro class today at Saddleback's Saturday motocross by defeating Yamaha support rider Juan Benavidez and Honda-mounted Bryan Maloney.

Denton took command of the first moto while Benavidez struggled to overcome assorted difficulties. Maloney locked in the number two slot behind Denton, and Benavidez had to settle for third place at the checkers.

Round two action was a showcase for Benavidez's talents as he powered to a safe lead by the midway point. Maloney twisted his previously broken ankle and dropped from the race while Denton cruised in to take second place for the moto and earn the overall win. Benavidez went home with the runner-up share of the purse, and Suzuki rider Robert Reisinger picked up third.

Husky rider Bill Keefe and Maico-mounted Gary Jones battled for supremacy in 500cc Pro action. Jones had the track wired in round one as Keefe followed in for second place, and Suzuki rider Dave Eropkin followed n third.

Moto two was a trade-off as Keefe blasted to the front position and led to the checkers, and Jones trailed in second. Keefe earned the overall victory ahead of Jones and Eropkin.

Ted Brady screamed his Honda 125 to victory in the one-eighth liter class despite strong competition from Yamaha rider Jim Gilson. Brady leaped to the front in both motos while Gilson played catch-up. Suzuki-mounted Rik Nielsen placed third in round one behind Brady and Gilson.

In moto number two, Mark Denning moved his Suzuki up to challenge the leading duo of Brady and Gilson while Nielsen DNF. Denning took the checkers in third place to claim third overall, and Suzuki rider Dave Newell rode to consistent 4-4 finishes to place fourth.

Results

OPEN PRO: 1. Bill Keefe (Hus); 2. Gary Jones (Mai); 3. Dave Eropkin (Suz).
250 PRO: 1. Gary Denton (Suz); 2. Juan Benavidez (Yam); 3. Robert Reisinger (Suz).
125 PRO: 1. Ted Brady (Hon); 2. Jim Gilson (Yam); 3. Mark Denning (Suz).
OPEN INT: 1. Mike Hudson (Suz); 2. Marc Crosby (Mai); 3. George Wagner (Yam).
250 INT: 1. Ron Varela (Suz); 2. Jeff Scott (Suz); 3. Don Bazemore (Suz).
125 INT: 1. Jim Cobham (Suz); 2. Mark Horton (Yam); 3. Danny Cantley (Kaw).
OPEN NOV: 1. Scott Wiseman (Yam); 2. Tom Martinet (Hon); 3. Jim Payton (Hus).
250 NOV: 1. James Alexander (Suz(; 2. Bob Toman (Suz); 3. William Noble (Suz).
125 NOV: 1. John Misner (Suz); 2. Jim Denham (Suz); 3. Scott Lund (Suz).
250 BEG: 1. Mike Denham (Kaw); 2. Chuck Coiner (Suz); 3. Darrin Yoder (Hon).
125 BEG: 1. Mark Gibson (Yam); 2. Dennis Chafe (Yam); 3. Richard Oliver (Yam).
VET EX: 1. Tom White (Suz); 2. Keith Petrangelo (Yam); 3. Jim Beltinck (Mai).
VET INT: 1. Jody Weisel (Suz); 2. John Tartaglia (Mai); 3. Lorie Watson (Suz).
VET NOV: 1. Gerald Williams (Mai); 2. Howard Davis (Mai); 3. Patrick Smith (Hon).

When the finish line loomed into sight, Atkinson skimmed across and into the winner's circle with one of the smoothest and most controlled rides of the day. Beltnick managed to hold off Anderson for second place, and Anderson, with a consistent 3-3 ride, cinched third overall honors.

The 250cc Pro fans witnessed a classic Honda/Yamaha confrontation between Honda rookie Jim Brodie, with only two weeks of Pro racing under his kidney belt, and Yamaha ace Mike Monohan. In their first round of action, these two pursued each other from wire to wire. Monohan led off the line, mere inches ahead of Brodie, but before moto's end he was forced to surrender command.

Meanwhile, back in the pack, wheel-to-wheel duels were going on right and left. One of the tightest involved Suzuki-mounted Robin Rhodes and Yamaha of Cucamonga's Scott Cavness. Rhodes, in sixth, was doing everything he could to give himself a crack at the top five.

The thundering herd approaching Rhodes and Cavness had too much power, and both men found themselves back in the pack.

Mike Kell was in third and on the gas, pursuing Monohan deep into every berm. Kell had Andy Guth hot on his tail, right down to the end.

When the checkers came out, Guth slipped into third and forced Kell to settle for fourth with Larry Baker rounding out the top five.

When the racers gathered for their second encounter, Kell found himself locked into a handlebar clashing duel for the lead with Baker. Kell emerged in control, followed in close order by Monohan, Baker and Ron Baumgartner, aboard a Kawasaki for Team Green.

Guth, who finished third his first time out, was making tracks and was now up in fifth.

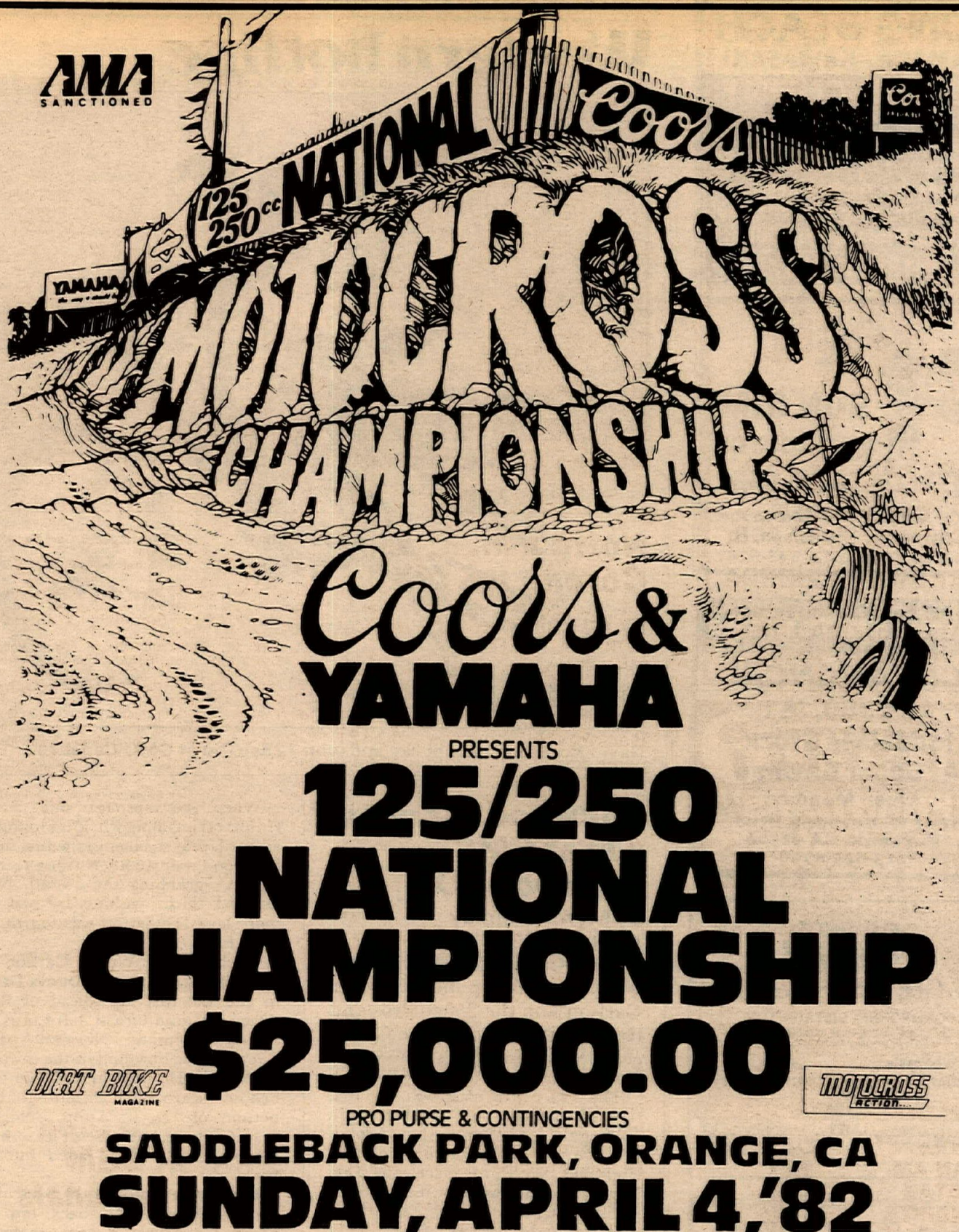
Monohan's pit man was beside himself as Monohan slipped by Kell to control the pack. Monohan opened up some breathing space for himself.

Guth, now in third, was fighting a tight dice over every inch of Saddleback turf. Guth was on the gas and closing fast on Kell. Kell, another rookie with less than a year of Pro racing, was doing a good job of holding off the seasoned Pros.

When the race drew to a close, Monohan took home top money out of a field of over 20 racers. Guth nicely snatched second place loot, and Kell claimed third place honors.

Results

60 NOV: 1. Wesley Klein (Yam).
60 EX: 1. Bubba Erickson (Yam); 2. Alvin Matthews (Yam).
80 BEG: 1. "Flying' Brian" Felix (Yam); 2. Danny Barnett (Yam); 3. Bart Pitts (Yam).
80 NOV: 1. "Crazy" Craig White (Yam); 2. Bunky Morton (Suz); 3. Scott Brodie.
80 INT: 1. Richard Fleming (Yam); 2. Jeff Barbacovi (Yam).
100 NOV: 1. Chuck Whitmore (Suz).
125 BEG: 1. Denton Weinberg (Suz); 2. Aaron Wood (Yam); 3. Mike Kbezo (Yam).
125 NOV: 1. John Piper (Suz); 2. Jim Domay (Suz); 3. Bruce Mortensen (Suz).
125 INT: 1. Mark Horton (YOC); 2. Ti Swartz (Yam); 3. Tom Engel (Suz).
125 PRO: 1. Mike Beier (Yam); 2. Robert Laughlin (Yam); 3. Steve Shipon (Suz).
250 BEG: 1. Luis Rivera (Hon); 2. Tim Kitchens (Yam); 3. Steve Dennison (Yam).
250 NOV: 1. Rob Trone (Hon); 2. Vic Walker (Suz); 3. Dan Fitzgerald (Suz).
250 INT: 1. Gary Adams (Hon); 2. Marc Johnson (Suz); 3. Rick Roark (Hon).
250 PRO: 1. Mike Monohan (Yam); 2. Andy Guth (Suz); 3. Mike Kell (Suz).
OPEN BEG: 1. John Chambers (Yam).
OPEN NOV: 1. Robert Sena (Suz); 2. Karl Holmbers (Yam); 3. Milton Muller (Mai).
OPEN INT: 1. Greg Atkinson (Yam); 2. Jim Beltnick (Mai); 3. John Anderson (Suz).
OPEN PRO: 1. Scott Cavness (Suz); 2. Jim Roy (Suz); 3. Scott Boek (Hon).
VET JR: 1. Joe Marks (KTM); 2. Thomas Fowler (Mai); 3. Glenn Worrall (Yam).
VET INT: 1. Milt Muller (Mai).
VET SR: 1. Jim Beltnick (Mai); 2. Bill Millar (Suz); 3. Bob Crosta (Suz).



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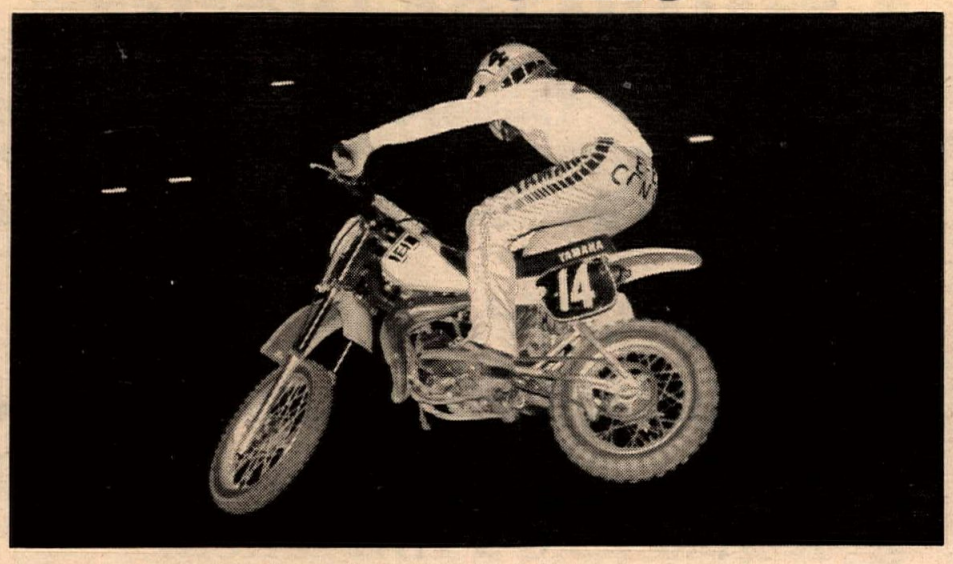

Action at Corona's after dark motocross.

North's night at Corona HS MX

By Kit Palmer

CORONA, CA, FEB. 16

There was no taming of North High School tonight in high school competition at Corona Raceway. North gathered a 121 point advantage in beating second place school Esperanza, 238-117. Redlands settled for third with 89 points while fourth and fifth went to the schools of Tustin and Matter Dei.

North cleaned house in the Mini Senior class after they claimed the first, second and third spots. It was Chad Barns (Kaw) who captured the win followed by teammates Gary Dent (Suz) and Chuck Gatcombe (Yam).

Winning both the 125 and 175cc Senior classes kept Redlands' Paul Herman (Suz) busy throughout the night. Herman had to contend with North's James Conti (Yam) in both classes. In the 175cc Senior race, Herman grabbed the early lead followed by North's Scott Mapes (Kaw) and Conti. The pack battled while Herman stretched his lead. Herman's lead wasn't stretched quite enough.

Working his way up from a poor start was Esperanza's Kurt Strand. Strand held the throttle wide open to pass Herman with only a few laps remaining in the moto. Herman wasn't about to give up without a fight. On the last lap, Herman overtook the lead for good. Strand took second while Mapes settled for third.

In moto two, it was Conti who jammed into the lead pursued by Herman and Strand. Throughout the race, the three leaders stayed within inches of each other; neither of them was able to gain any advantage over the others. Conti held on to take the win ahead of Herman and Mapes.

Another hard fought battle took place in the 250cc Senior class between Redlands' Tom Hodgin (Suz) and Esperanza's Bill Scott (Yam). Hodgin grabbed the early lead in the first moto with Scott on Hodgin's rear fender. The two riders were at times side by side, but Hodgin held back Scott for the moto win.

Hodgin stole the holeshot again in the second moto. The duel was as exciting as the first, but Scott was able to take the win and overall after Hodgin's front brake cable kinked, almost pitched the Redlands rider over the bars.

Results

HIGH SCHOOL

MINI NOV: 1. Greg Trachy (Yam); 2. Andy Castro (Kaw); 3. Mike Meyers.

MINI SR: 1. Chad Barns (Kaw); 2. Gary Dent (Suz); 3. Chuck Gatcomb (Yam).

100 NOV: 1. John Johnson (Kaw); 2. Eric Olsen (Suz).

125 NOV: 1. Jay Spear (Suz); 2. Arthur Duarte (Yam); 3. Phil Pia (Kaw).

125 SR: 1. Paul Herman (Suz); 2. James Conti (Hon); 3. Kurt Strand.

250 SR: 1. Bill Scott (Yam); 2. Tommy Hodgins (Suz); 3. Mike Upton (Hon).

UNATTACHED

MINI BEG: 1. Bart Pitts; 2. Sean Deivenne (Yam); 3. Gary Benedict (Yam).

MINI NOV: 1. Greg Trachy (Yam); 2. Brett Guyatt (Yam); 3. Ken Collier (Yam).

MINI INT: 1. Tommy Combs (Kaw); 2. Pat Beckley (Yam).

MINI EX: 1. Mike Roberts (Yam); 2. Wafer Schaeffer (Yam).

125 BEG: 1. Rob Edwards (Yam); 2. Doug Hawkins (Kaw); 3. Jim Becker (Yam).

125 BEG: 1. Mike Kleczko (Yam); 2. Jason A. Cooldagh (Yam); 3. Steve Williams.

125 NOV: 1. Paul Donnelly (Suz); 2. Bill Weatherkill (Suz); 3. Jason Neuman (Yam).

125 INT: 1. Taylor Marrell (Yam); 2. Andy Kaplan (Suz); 3. Donnie Luce (Yam).

125 PRO: 1. Steve Shippy (Suz); 2. Chris Heinrich (Yam); 3. Scott Wilkinson (Suz).

250 BEG: 1. Roger Loeffers (Hon); 2. Paul Walmsley (Suz); 3. Laython Toop (Hon).

250 NOV: 1. Craig Edwards; 2. Scott Yenzer; 3. John Niunser.

250 INT: 1. Rick Roark (Hon); 2. Rick Vanderham (Yam); 3. John Begin (Yam).

250 PRO: 1. Rick Rodgers (Kaw); 2. Jack Scott (Yam); 3. Bill Keefe (Hus).

500 BEG: 1. Ed Cavaugh; 2. Richard Anderson; 3. Dave Coleman.

500 INT: 1. Dean Wilkinson (Hon); 2. Paul Schreffler (Hon); 3. Jim Vermillion (Yam).

Tarantino tops show at SSM Winternationals

By Terry Whytal

ORANGE, CA, FEB. 27

Round one of the District-37/Hi-Point Winternationals of Motocross was hosted by Saturday Saddleback Motocross to the tune of 250 riders and over $1000 in Pro rider payback.

Honda support rider Jim Tarantino walked away with the day's big cash as he bested the efforts of 30 local 250cc Pros to take the overall win with a 2-2 score.

Yamaha Pro Support rider Jeff Jennings powered away with the first moto while Tarantino, Suzuki-mounted Robert Reisinger and Yamaha ace Juan Benavidez battled for second. Benavidez ran into trouble and dropped to ninth at moto's end as Tarantino placed second, Reisinger third. Craig Gormley positioned his Yamaha in fourth.

Benavidez was on the gas in round two, leaving Tarantino and Jennings to duel for the runner-up slot and the overall win. Benavidez was first to the checkers with Tarantino next to cross the finish line. Jennings had to settle for third place and second overall. Reisinger picked up third, Benavidez fourth and Gormley fifth.

Yamaha rider George Wagner headed the first moto of Open Intermediate action despite strong pressure from Maico-mounted Marc Crosby and Donny Ambrose on his first ride of the new Honda CR480R.

Wagner couldn't back up his earlier performance in round two. Maico rider Rick Grant found the fast lines and moved into the lead position as Wagner, Crosby and Ambrose argued over the runner-up slot. Crosby reached the checkers second behind Grant to clinch the overall win with a 2-2 score. Wagner placed second for the day with Grant picking up third place honors and Ambrose earning the foruth overall trophy.

Results

OPEN PRO: 1. Andy Jefferson (Hus); 2. Clark Jones (Mai); 3. Gary Jones (Mai).

250 PRO: 1. Jim Tarantino (Hon); 2. Jeff Jennings (Yam); 3. Robert Reisinger (Suz).

125 PRO: 1. Ted Brady (Hon); 2. Craig Dale (Suz); 3. Louie Franco (Hon).

OPEN INT: 1. Marc Crosby (Mai); 2. George Wagner (Yam); 3. Rick Grant (Mai).

250 INT: 1. Mark Anderson (Suz); 2. Luc DeLey (Suz); 3. Rusty Hannah (Suz).

125 INT: 1. Tracy Meeks (Kaw); 2. Ryan Roberts (Hon); 3. Mark Horton (Yam).

OPEN NOV: 1. Dennis Cox (Hus); 2. John Mazor (Yam); 3. Tim Criswell (Hon).

250 NOV: 1. Greg Piorkowski (Kaw); 2. Cal Stuebner (Suz); 3. Steve Polenske (Suz).

125 NOV: 1. Mike Brogin (Suz); 2. Tom Joysen (Kaw); 3. Ted Stuebner (Yam).

250 BEG: 1. Luis Rivera (Hon); 2. Scott Foster (Hon); 3. Dave Edwards (Yam).

125 BEG: 1. Eric Clemson (Yam); 2. Bud Hahn (Hon); 3. Dave Buoncore (Suz).

VET EX: 1. Alan Olson (Mai); 2. Ken Ratzloff (Mai); 3. Jim O'Neal (Mai).

VET INT: 1. Neil Stapleton (Hon); 2. Jody Weisel (Mai); 3. Dave Wilson (Suz).

VET NOV: 1. Larry Dunn (Suz); 2. Buzz Moeller (Hus); 3. Robert Berdyck (Mai).

250 WOMEN EX: 1. Barbara Spielman (Suz); 2. Debbie Mathews (Yam); 3. Chrleen Ho (Yam).

125 WOMEN EX: 1. Kim Douglass (Suz); 2. Mercedes Gonzales (Suz); 3. Jan Murray (Yam).

WOMEN INT: 1. Lorie Watson (Suz); 2. Kitty Mayfield (Yam); 3. Natalie Allen (Yam).

WOMEN NOV: 1. Patti Steubner (Yam); 2. Roxanne Ray (Hon); 3. Laurie Hammel (KTM).

MINI INT: 1. Nicky Pounds (Suz); 2. Dan Hammack (Kaw); 3. Shawn Kalos (Suz).

MINI NOV: 1. Thayne Zito (Yam); 2. Kevin Valenti (Hon).

MINI BEG: 1. Frank Menges (Kaw); 2. Derron Wilson (Yam); 3. Troy Moore (Yam).

Atkinson, Monohan max out at CRC Saddleback

By Lee Taylor

ORANGE, CA, FEB. 28

Despite a heavy draw on southern California racers from nearby tracks, the California Racing Club and Saddleback Park treated its spectators to some intense action.

In the Open Intermediates, a day-long duel went down between Foothill Yamaha's Greg Atkinson and his rival, Wheelsmith Maico-mounted Jim Beltnick.

The first round of action saw Atkinson out in front, leaving Beltnick to fight off a swarm of racers, including Jim Carter and John Anderson. Motocross racers, not politicians. Carter was smoking!

When the moto drew to a close, Beltnick led the way with Atkinson and Anderson in hot pursuit and Carter a respectable fourth.

When the big-bore machines blasted off the line for their second round, it was Atkinson out in front and already tasting victory. Beltinck was riding shotgun, followed by Robert Clark. Atkinson had his hands full and finally found room to turn his Yamaha loose.

The top three pulled away from the field and into their own private battle. Anderson was making tracks! He ran fourth at the start and soon captured third place.

An exhausting duel went down between Beltnick and Anderson for second and Clark found himself forced back to fifth.

was Mike Hauss. First Beginner was Bob Jackson, an Open rider. First 250cc Beginner was Tom Bingenheimer. First C bike Beginner went to Ed Dillhoefer and first Senior Beginner was Bob Bullington, unofficially.

Seniors Revenge Hare Scrambles easy for Eddy

By Loretta Pipkin

PLASTER CITY, CA, FEB. 14

Paul Eddy (Kearney Mesa Yamaha/Malcolm Smith) was definitely smooth on his YZ250 as he notched the overall win in the Seniors Revenge Hare Scrambles. It took him two hours and 12 minutes to do three, 30-mile loops.

Starting was in two waves, and Jeff Foland jumped to an early lead with Leon Livingston, Justin Brady and brother Ed fanning out. Eddy was right there cruising along.

Livingston broke his pipe and found it couldn't be fixed in the pit. Jeff Foland faded with Brady while Eddy moved into first spot.

Ed Foland has killed the bugs in his new "mean green machine" and took second with Papa Bill Reams (Vet Ex) third.

Patrick Lowerie led the 125cc Novice class, but the battle there was for second and third. David McCafferty, Jr. and Sean Cavins were dueling each other. McCafferty led Cavins at one place on the first loop, but on the second loop Cavins closed the gap to McCaffery's fender.

Paul Eddy now had five minutes on Foland, and five more minutes separated Eddy and arch rival Torsten Corum. "No problems," said Eddy, who took the finish flag with an eight-minute lead. "It was a good course, and it kept you awake."

Escondido Kawasaki-sponsored Ed Foland was second overall with Reams third. Bill Maki nailed down the fourth spot with Greg Woodington fifth.

Pat Lowerie was first 125cc Novice. Cvins captured second and McCafferty third.

"The Seniors certainly got their revenge," grumbled one of the seven hot shoes who finished on the trailer.

Two turkeys were caught racing on the highway. This could jeopardize all racing programs and will not be tolerated by any group putting on sanctioned races. No excuse, anyone in our District with future infractions won't race! Get the message? •

Results

OPEN EX: 1. Bob Niles (Yam); 2. Joe Mulleneneaux (Hus); 3. Jeff Foland (Yam).

250 EX: 1. Paul Eddy (Yam); 2. Matt Hope (Yam); 3. Sherman Schneller (Hus).

125 EX: 1. Ed Foland (Kaw); 2. Torsten Corum (Hus); 3. Terry Strauwald (Yam).

OPEN AM: 1. Bill Maki (Yam); 2. Greg Woodington (Yam); 3. Matt Parsons (Yam).

250 AM: 1. Larry Davis (Yam); 2. Terry Belcher (Yam); 3. Mort Maynard (Hus).

125 AM: 1. Joe Stidman (Yam); 2. Pam Foland (Yam); 3. Scott Reams (Yam).

OPEN NOV: 1. Brian Sanders (Yam); 2. Chuck Humphrey (Yam); 3. Niles Manley (Yam).

250 NOV: 1. Tom Howell (Yam); 2. Dean Osthoff (Suz); 3. Larry Kussler (Yam).

125 NOV: 1. Patrick Lowery (Suz); 2. Sean Cavins (Yam); 3. David McCafferty, Jr. (Yam).

VET EX: 1. Bill Reams (Yam); 2. Donnie Kilgore (Hus); 3. Richie King (Suz).

VET AM: 1. Tom "Shark" Carroll (Yam); 2. Frank Sherfy (Yam); 3. Phil Teisl (KTM).

VET NOV: 1. John Peterson (Kaw); 2. Fudpucker (Yam); 3. Lee Johnson (Yam).

OPEN THREE-WHEELERS: 1. Brett Driscoll (Hon); 2. Keith Callen (Hon); 3. Scott Rauch (Hon).

200 THREE-WHEELER: 1. Jim McDaniel (Yam); 2. Tom Nager (Hon); 3. Casey Hausmann.

125 THREE-WHEELER: 1. Tom Hallett (Hon); 2. Tim Belcher (Hon).

MINI SR: 1. James Tucker (Suz); 2. Steve Goldman (Yam); 3. Jim Jacob (Yam).

MINI JR: 1. Pat Stidman (Yam); 2. Clint Reed (Yam); 3. Jeff Wollensen (Yam).

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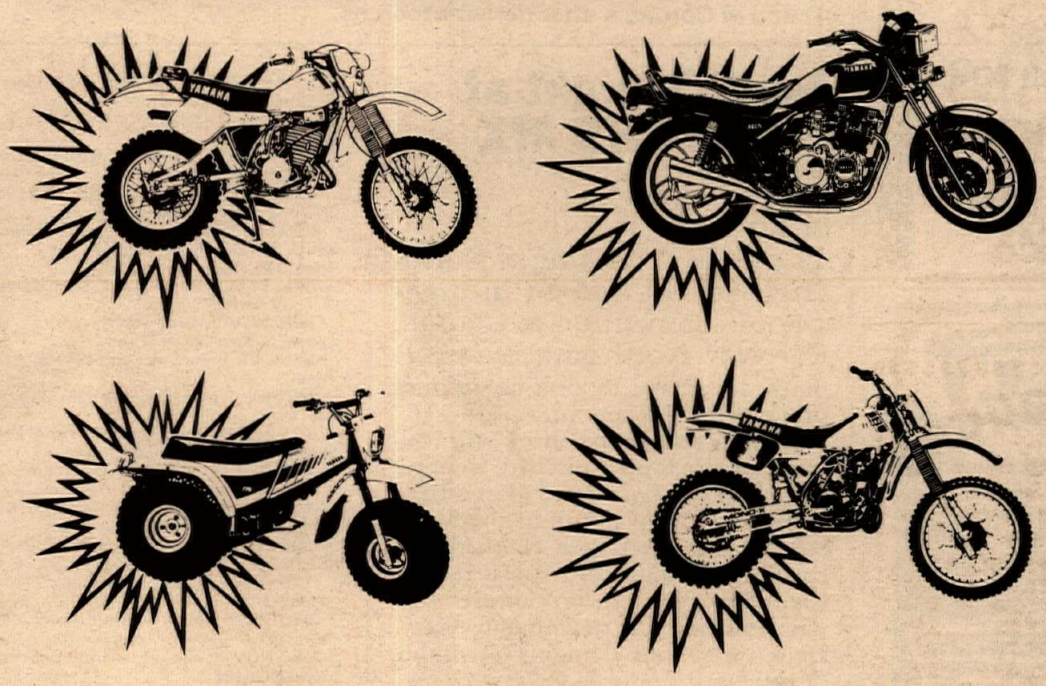

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350 x 19	83.86	62.49	1.26
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Dan Smith took third at the Brushbusters HS. (File photo)

Scheffers shakes it at Brush Busters HS

By Shirley Upp

ANDERSON DRY LAKE, CA, FEB. 28

Lucerne Valley turned out to be the right area for Lee Scheffers (Hon) to be riding in this weekend. Scheffers took his first overall win this year aboard another super "stock" Honda at the Brush Busters M.C./District 37 hare scrambles.

Howard McCasland, another Honda rider, took second overall. There is no doubt about it; this is the year of the Honda.

The start was fast, dusty and by 10 a.m. the riders were ready to go. When the banner went up, many riders pulled some club banners out of their jerseys that had been "collected" Saturday night. As the banner dropped, these riders wished to bring these banners that they had tied around their necks in for a first overall. Not many succeeded.

Two miles after the bomb, it was Chuck Stearns (Hon) wearing a banner leading. Ken Upp (KTM), wearing a banner, was a very close second. McCasland was third with Scheffers at this point running fourth.

The Novice/Beginner start was wild as usual, and every one of these guys ran the bomb run full throttle! Two miles past the bomb, it was Andy Mathews, a 250cc rider, with the lead and Richard Stuetzel (250) second. Hard charging Ron Shuler was third and first Open rider. The first lap had a little of everything — bottlenecks, silt beds and a rock hill with riders all over it trying to somehow find a way through the downed riders.

As the riders came through home check after the first lap, it was Scheffers and his Honda in the lead, Ken Upp (KTM) running second (both Open riders). McCasland was third, and Dan Smith had moved up to fourth overall. First 250cc rider was hard charging Cliff Thomas. Gary Charters, as usual, was first Senior Open rider. First C bike was Paul Palmer. Bill Saltzman was first Vet Open rider. First Amateur into home check was Jeff Bennington, having an excellent ride today! First Senior 250cc was Dick Postma turning in another great ride. First Novice C was Steve Klien. Hard charging Lori Farmer was first girl in and out of home check.

The last lap was more of the same, only more dust, dust, dust as Paul Kelly put it. With silt beds, where visibility was poor to say the least and riders were being lapped, the leaders had their work cut out for them. Passing other riders was, at times, next to impossible. As Dan Smith said, you couldn't get far enough off the course to get out of the dust, and trying to pass was difficult.

Scheffers was loving the ride his Honda was giving him and with a comfortable lead, he just rode hard and came in to take the checkered for his first overall win. Lee said he had an excellent ride and had no problems. Lee couldn't believe the great ride he had today. He wish to thank his sponsor, Hemet Cycle Center, for their support and was glad to give them a good ride.

McCasland moved up to the number two spot after Upp dropped out on the second lap with bike problems. Third was Dan Smith (Hus). Gary Charters was first Senior Open rider across the finish today at fourth overall. Fifth was Steve Subith in his first desert race since 1979. Sixth was a C bike with Paul Palmer aboard. Seventh was another C bike, Tom Elias. These two riders really turned in a good ride today.

Eighth overall and first 250 was Charles Barney. Ninth was Don Walkins, Jr. Rounding out the top 10 was Mike Mulconery riding out of Tracy's M.C. in Glendale. With Gino's help in keeping his bike in top running condition, Mike has been having some good races lately.

First Open Amateur was hard riding Mark Molina. Finishing right behind Mark was another Amateur, John Sarrall. First 250cc Amateur was Jack Trottes. First Vet Open was Richard Jackson. First 250cc Senior in was Dick Postma. First Vet 250cc went to Ray Waldraum. First Senior C bike was Lori Monterone. First C bike Novice was hard riding Steve Klien. First girl, as usual, was super girl, Lori Farmer.

First Novice was a 250cc rider, Richard Stuetzel. First Open Novice

THE LATEST POOP BY PAPA WEALEY

American Bernie Schreiber (SWM) won the third round of the World Observed Trials Championship held Mar. 7. Honda-mounted Eddie Lejeune, winner of the previous two rounds, finished second and was followed by Tony Gorgot (Mon) and Gilles Burgatt (Fan). American Scott Head (Itj) did not make the top 20. In points Lejeune leads with 42; second-place Schreiber has 39.

It was a mixed week for eight-time National Enduro Champion Dick Burleson in the Daytona Beach, FL, area. On Thursday night, Mar. 4, he was honored for his eighth enduro title and named AMA Amateur Athlete of the Year. But that very morning he clipped a rock very hard with his foot in the Alligator Enduro and it was initially feared the foot was broken. Burleson sat out the Mar. 7 Tulsa One-Day ISDE Qualifier, but we're told by the folks at Husqvarna that King Richard is starting to feel better, does not believe the foot is broken, and is preparing to ride the next One-Day Qualifier in Texas.

Winston's Rick Hauser was unanimously voted top Male Amateur Hula Dancer, Motorcycle Racing Community Division, during Daytona Cycle Week. Hauser, at the Hawaiian Inn to listen to Roxy Rockwood's Honda/Nava radio show, was coaxed on stage by hula dancers performing in the supper club show run prior to Roxy's appearance.

The spirit in the Honda camp — or more specifically, at their hotel in Daytona Beach — ran so high that after Darrell Shultz's Supercross win followed Freddie Spencer's Superbike victory, there reportedly was quite a food fight.

HosPITal STOP: Husky support rider Daryl Folks suffered a fractured femur in a desert race outside of Las Vegas on Mar. 7. Eight riders were reportedly transported to the hosptial from that race. Send those cards and letters of cheer to Daryl c/o Sportsman Cycle Sales, 3475 Boulder Hwy., Las Vegas, NV 89121.

Arroyo Cycle Park, about 10 miles north of San Bernardino, CA, is building a speedway track in collaboration with Speedway South. The track will be about the size of Costa Mesa's oval. Right now, though, plywood, four-by-four studs, about 1000 feet of PVC pipe and plenty of hard-working bodies are needed to finish things up. Give Gene Thurman a call at 714/875-2365 if you can help out.

Trying to decide where to race on Mar. 21? Continental Moto-sports Club is doing their best to get your attention with their DG/IRC $5000 motocross at Saddleback Park. It features double points, Pro payback and Sportsman merchandise awards. For more info call the CMC offices at 714/557-3323.

If you're into pavement scratching and like the bright lights of Las Vegas to boot, the Southern Nevada Road Racers will put on one of their road races at the Las Vegas Speedrome Mar. 28. They run classes from Box Stock to Open GP, and there's a new riders' school on Saturday before the race. Give club prez Slim Stephens a call at 702/384-2353 for more info.

The first D-38 amateur TT and motocross was held at Carlsbad Raceway Mar. 7 with a promising turnout of riders. Among the TT winners were Jack Dannenberg (Open Expert), Roger Thompson (250cc Ex.), Keith Lynas (Open Junior), Doug Wabiszewski (Open NOvice) and Dale Hopkins (250cc Nov.). Motocross winners were Mark Booher (125cc Nov.), Colin Ryan (250cc Nov.), Kevin LeRoux (250cc Jr.), Barry Marks (Open Nov.), Harry Backer (Open Jr.), Roger Spencer (4-stroke) and Chuck Rouse (Vet/OT).

Husqvarna's Terry Cunningham took the overall and 250cc win at the Tulsa One-Day in Tulsa, OK, on Mar. 7. Finishing behind him in the 250s were Ed Lojak (Hus), Frank Stacy (Mai), Larry Roeseler (Yam) and Drew Smith (Kaw). Mike Melton (Hus) and Jack Penton (Kaw) went 1-2 in the 125s while Jeff Fredette (Suz) and Scott Atchison (Suz) did the same in the 175s. Bob Rutten (Mai) won the 500cc class over Ray Cosgrove (Mai), Chip Howell (Yam), Barry Higgins (Mai) and Dan Smith (Hus).

World and U.S. Speedway Champ Bruce Penhall kicked off his 1982 season by winning the first round of the Spring Speedway Classic series at Costa Mesa, CA, on Mar. 5. Following him in points that night were Bobby Schwartz and Gene Woods. The second and final race of the series took place two days later at San Bernardino, CA, with Mike Bast's five rides giving him the winning total of 14, followed by John Cook (13) and Penhall (12). Complete coverage next week.

Jack and Joe Simmerman are brothers who went 1-2 in the 250cc C class at the Coyote Derby National Enduro. However, according to their brother-in-law, it was Joe who was first, not Jack, as reported in our unofficial results in last week's story. Both tallied scores of four.

The recently concluded Golden State Series was the last edition of that series. In its place, starting next year, will be the Continental Motosports Club National Championship Series. The change will allow the CMC to expand its racing to places outside of California, and the winter series may be joined to and linked with a yet-to-be-created summer program. In the works are provisions for "nation-wide television coverage of the entire schedule," which would benefit both the Amateur and Professional programs.

Advance tickets for the Apr. 17 Sacramento Mile go on sale Mar. 15 at the Howe Ave. Box Office, 925 Howe Ave., Sacramento, CA. Promoter J.C. Agajanian has decided not to raise ticket prices, so reserved grandstand seats are still $15, box seats will be $17.50, and a limited number of Turf Club seats will be available for $25. If you're going to the race and need a place to stay, race headquarters will be the Sacramento Inn, 1401 Arden Way, Sacramento, about a half mile from the track. Discount rates will be available to those mentioning the AMA races when you make reservations. The phone number is 916/922-8041.

Americans Marty Moates and Gary Semics have landed rides in Europe for the '82 season with Honda Germany. Both will pilot CR480Rs, presumably production bikes, in the 500cc title chase. Rick Burgett has not landed a ride but will be based in Paris for the year and is currently seeking a ride for the 500cc series. His eighth place finish in the prestigious Le Touquet, a three hour enduro/sand scramble in France, should help him find a ride.

Gerard Rond, who was injured in a crash with wandering spectators that killed a girl at Le Touquet, underwent surgery to reset his arm without any pain killing drugs and later was moved to a clinic to have a dislocated shoulder reset also.

If you're itching to get your hands on one of the Turbo Suzukis pictured here last week, you'll have to squirm and wait a little longer, unfortunately. The XN85 will not be available in a couple of months, according to the folks at U.S. Suzuki, and in fact will probably not be out until much later than that. Sigh...

California Racing Club will have a free enduro timekeeping school the day before the Bobcat Enduro in the pit area at Red Mountain, CA. That's Saturday at 3 p.m. on Mar. 13. If you're a poor timekeeper, it may be just the thing, so call 714/689-6114 for information and ask for Kathy.

Jerry Greer, *CN* dirt track contributor and owner/tuner of the Maico TT bike that finished fifth and fourth at the Ascot and Houston National TTs, called to say that Steve Wise would win the Peoria TT.

Bert Valenzuela dropped Papa a line the other day about a special race he's helping put together this fall. It will be a $10,000 purse race for "Veterans, Seniors and Elder Statesmen of the motorcycle racing fraternity," on a mile-and-a-half course at Sunrise Valley Cycle Park in Adelanto, CA. If you're interested, give Bert a call at 714/244-6396, or write to him at 16116 Cajon St., Hesperia, CA 92345.

From England comes word of a new Triumph, the TSS 750 twin, which features four overhead valves per cylinder and less vibration, among other things, that boost power to 58 bhp and 124 mph top speed. The approximate price is a healthy 2,399 pounds sterling.

Also from England: The West Midlands police force are currently testing Norton 1200cc rotary-engined bikes as possible replacements for the BMWs they are now using.

Last week, Papa told you about the $2,000 U.S. Suzuki is putting up for the top 10 non-factory Suzuki racers in points-paying AMA Superbike Series races. Honda is doing the same for Honda-mounted privateers. The awards from Honda and Suzuki will not affect distribution of the regular purse money at series events.

ESPN, the cable TV sports network, will offer motorcyclists hours of coverage of Daytona Cycle Week '82. Film crews will be taping throughout Cycle Week and racing will be telecast as per the following schedule: Battle of the Twins road race, a 30 minute show, April 7 & 8, July 3; Superbike road race, a 1 hour show, April 6 & 7, July 10; Formula Two road race, a 1 hour show, April 9, 10 & 11, July 17; Supercross, a 90 minute show, April 16 & 18, August 7; Daytona 200 road race, a 2 hour show, April 10, 13 & 17, August 14. Check local listings for air times.

Lin Kuchler's retirement lasted a very brief time. The former executive director of the AMA has accepted a position with the Nashville, Tennessee, based operation headed by Walter Hodgon. Hodgon, in addition to backing a NASCAR race car team, operates several race tracks.

New business cards are in order for the AMA's Mike DiPrete, whose title has been changed from Commissioner (of Professional Racing) to Director. That change came at the Class B Membership Annual Meeting which was held in Cincinnati on Monday, February 22. Responsibility for designating a member of the AMA staff for the position of Director of Professional Racing has switched from the Board of Trustees to the Executive Director.

A letter from Bob Rudolph of Bates Industries was read at the Class B meeting. Rudolph, a Class B member who served as AMA President for three years, recommended the Board look into having individual (Class A) members serve on the Board, rather than the present mix of six industry (Class B) members and six Class A members. Board President Chuck Larsen informed those on hand that a committee was presently doing so. Class A member reps Bill Baird and Lynn Wineland both said members in their areas of responsibility had expressed no desire for such a move as recommended by Bates. What do you think?

Kreidler, the German bike firm, has gone broke with debts of nearly $14 million. The Stuttgart factory will close in March, putting approximately 400 employees out of work.

Kidd of the

usually better on the back straight because we usually have a head wind. The veterans usually watch the flags to see which way the wind is blowing to know where to make a move on the last lap. If you have the headwind on the back straight then that's the time to move because that means a tailwind down the front straight and that won't help the draft at all. Now the start/finish line is up toward turn four and if you make your move too late you won't have enough distance to overtake.

Indianapolis Mile.

The tuner who burned the midnight oil and the rider who comes to the track fresh the next morning is the winning combination needed for the daytime Indy. The track changes to a pure horsepower track with riders playing follow-the-leader through the turns. The groove is wide, but the best idea is to get a strong drive coming off the turn and draft past rather than pass diving into the turns because that can be a bit hairy. Tire wear is very important and air pressure is the key. You want the tire worn at 25 laps, but you don't want it worn out at 20. You also don't want rubber left after 25 laps. If you want the tire to wear a bit faster you might even cut it a bit. It all depends on how hard and how black the groove is.

Hamburg Half Mile

The Hamburg Half Mile is a new National on the schedule and I haven't seen the track. I believe it is probably a stock car facility with long straights and tight turns.

Syracuse Mile.

The track at Syracuse becomes a narrow groove, but I would say of all the miles it seems to be the horsepower track more than any other. That's just a feeling although it seems that the rider with the most horsepower can break the draft and leave the rest of the field to battle. I've seen riders win there by half a straight which is something you rarely see at any other mile. The track is sort of egg shaped and that makes it different to ride. If the day is cloudy and the track has been watered enough you can almost get nighttime track conditions and that's great.

San Jose Mile.

The fall San Jose Mile is much more important than the spring one. The spring race is wide open while in the fall everyone is a bit cautious because they want to come away with as many points as possible. This puts a lot of pressure on the tuners. You want to be sure not to let it hang out too much while still doing good enough to grab some points. The track seems a bit harder, and a bit drier, although you can set up basically the same as the spring National. If your machinery is tired, it'll show up there.

Ascot Half Mile.

This is *the* race. Ascot has been the title decider almost every year for the past six or seven seasons. The track doesn't change from the spring to the fall event, it's still super sticky. You can use the same setup for either National. This is the pressure race. A top finish here can mean a good bit of difference in the money you'll draw from the Winston Pro Series point fund. For some, it's probably just a good time since it's the last National of the season. For others, it's a time to begin thinking about the next season. •

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Grand National Champion Mike K takes us on a track by track tour 1982 Winston Pro Series

By Gary Van Voorhis

Horsepower and riding skills aren't the only ingredients needed to win a Winston Pro National. You have to have a reliable bike, be able to read the track, know the right chassis setup, choose the correct tire compound and then have the right air pressure and cut on the tread. You have to have a little luck and a lot of guts -- but first you have to make the starting field. What are the 20 remaining dirt track Nationals like? AMA Grand National Champion Mike Kidd tells us.

Let's take the season, track by track, and hear your opinions on the things that make the difference between winning and being an also-ran.

Ascot TT.

The Ascot TT is one of those events where I can't really figure out why I win there. I won on a 500 in 1980 and again last year. It seems that if there's one race where everything falls into place this is it. For me, the key is riding the 500, but for others I believe a 750 is best. Gary Scott is probably the best 750 rider at Ascot. The condition of the track -- wet or dry -- makes some difference and on a drier course the 500 puts the power to the ground better and that makes all the difference. Through the infield, acceleration is the key.

Sacramento Mile.

Sacramento is a riders track -- not just the rider who will let it all hang out, but one who has good throttle control. The track has a sandy, loamy packed surface that grooves up quickly. We're running 120-130 miles per hour down the straights and probably averaging near 100 miles per hour. The track actually gets slippery and this is where throttle control comes in, you want to get all the power to the ground. It's a passing track if you have horsepower, because you have to do your passing at the end of the straights. There is very little passing coming off the turns because everyone is hunting for that last little bit of traction.

San Jose Mile.

If there's a jinx for me it's San Jose. I never seem to come up with the right combination. You have to get a good start so you can catch that front-running draft. If four or five riders break away from the pack they're going to be hard to catch. If you're in that pack of four or five then it's a game of psychological warfare to the finish. It boils down to who is willing to charge into turn three and try to break the draft. You have to play that game for the last five laps. Track conditions change dramatically from practice time to the National. You have to be aware of what tire air pressure you want to run and how you want to groove your tire to make it last 25 laps.

Ascot Half Mile

The half mile at Ascot is a race where I never feel comfortable. However, I've talked to many other riders and they don't feel comfortable there either. You can't really charge into the turns and feel relaxed because there's a wall staring you in the face and the traction at Ascot is better or stronger than any other place we ride. What you have to do is tell yourself you have to live with the feeling you're going to bail off at any minute because you have to ride so hard. You've got to let it hang out more than you're used to. To some, like Springer, it seems to make no difference.

Springfield Mile

I've never ridden the track, but I've read a lot about it and I would really like to win there. I guess that feeling goes back to the good old days in the sixties. I want to put my name down on that roster of winners.

Louisville Half Mile.

Louisville is a track where the crowd really gets behind the riders and that makes you feel like you're riding for something more than just money and points. You have to study the track closely as it changes, and be aware of your chassis and engine characteristics so you can make the bike hook up on the limestone surface. For the past four or five years, the track has been a blue groove in the National which means you must get a good start. If you can get a good start and grab the lead, you could win the race although you don't have the strongest engine. Watch the veterans, they'll hug the pole -- that's a polite way of saying you block the groove. The key to Louisville is patience. You have to wait for the rider ahead of you to make a mistake. If you hound him enough -- on a goove that narrow -- he'll make a mistake and you have to be ready for it. It's virtually impossible to pass on the outside, you've got to go underneath. You have to run it in deep in the corners, but not so deep that you hang up on the back tire of the rider in front of you. Interestingly, Louisville is a track where you wear your front tire as much as the back because you're using it to slow you down in the turns.

Harrington Half Mile.

Harrington is the track of the brave, because you're going to have to stuff in underneath someone if you want to pass. If you don't, you'll end up playing follow-the-leader.

Knoxville Half Mile.

I believe this is a track which is really too dangerous to run a Winston Pro Series National on. Last year we ran it in the daytime and it grooved up, rutted up and was dusty. Add the banking and you can see what I mean. There are plenty of other good tracks around for a day event. This year we run at night and it could be entirely different because we can probably groom the problems out of it. As far as banking goes, it takes a lot of nerve to run up high because you can misjudge so easily just how hard you can run it into the turns. It takes a lot of nerve to get around a banked oval fast.

Indianapolis Mile.

I don't think that for the first Indy Mile the track is in as good a shape as it is when we come back at fair time in August. It seems like a totally different race track. It grooves up and it takes a lot of horsepower and a talented rider to win. Passing is easy at Indy and there's no need to stuff somebody. You can let it hang out a bit and not get into trouble.

Santa Fe TT.

I like to call the Santa Fe TT the Winston Pro Series motocross. It's a good track and the event, for me at least, reminds me of scrambles racing. It's a rider's track and definitely a 500 track because it's a little too tight and the jumps are a bit too steep, plus it's a dry track and that cuts traction on the 750s. However, here's another instance where someone like Springer and his Harley could make a liar out of me.

DuQuoin Mile.

I like the DuQuoin Mile although you could probably say it's a dangerous track if you're not paying attention. It's really square shaped. The turns are so long you have eight turns rather than four. You make a 90 degree turn, then straighten up for about 100 feet and then make another 90 degree turn. You've also got to be careful exiting the turns because you can swing out and get very close to the wall.

Santa Fe Short Track.

The short track at Santa Fe is another jinx for me. I grew up being known as a short tracker and I've never won a short track National, which is frustrating. Everything has to click for you that night in order to win. The rider who feels comfortable and has his bike working good is going to be tough to beat. Local talent or those who run the track's weekly program play spoilers. They resurfaced the track about five years ago and now it's always a hard groove. If you want to pass, you may just have to hold your breath and stuff somebody to get them out of the way. Mistakes play a part, and sometimes you just have to wait your time. Of course, you can't wait too long.

Peoria TT.

The Peoria TT is another event where I can't seem to get everything working. I have trouble with the approach to the jump and that slows me down so I lose momentum for the tight right and left hand turns that come quickly after the jump. That's the key because you can lose a lot of time there and you have a hard time making it up. Because of the long front straight, the track favors the 750 riders. Stamina plays an important role in the 25 lap National because we're usually running in 90 degree temperatures with about the same humidity level. You find out real quick if you're in shape. I had an oxygen bottle with me in the pits last year.

Tulsa Half Mile.

Tulsa is a typical stock car track. It's big, it's clay and the straights are so wide you can get lost. The track is coming around and the promoter is learning how to prepare it for bikes, which is totally different from cars. It needs to be watered more because it drys out and ruts up. It breaks the boredom of racing on the other tracks. You can pass. The turns are so big that a rider with good throttle control can start rolling on the gas before the apex and have his speed up as he's exiting so he can pass coming off the turn rather than going in.

Indianapolis Mile.

The Saturday night Indy Mile has to be my favorite event. It's like riding a real fast rollercoaster. You go down the straights into the turns so deep and so hard that it's a little breathtaking. I like a challenge and the challenge at Indy at night is to see how fast you can go around the track. You don't finesse the track, you let it all hang out. It's one of those tracks where you can have a lot of horsepower and the rider be off and still win or have the rider be really on, but a bit down on power and win. One can make up for the other. The racing is always close. The drafting is

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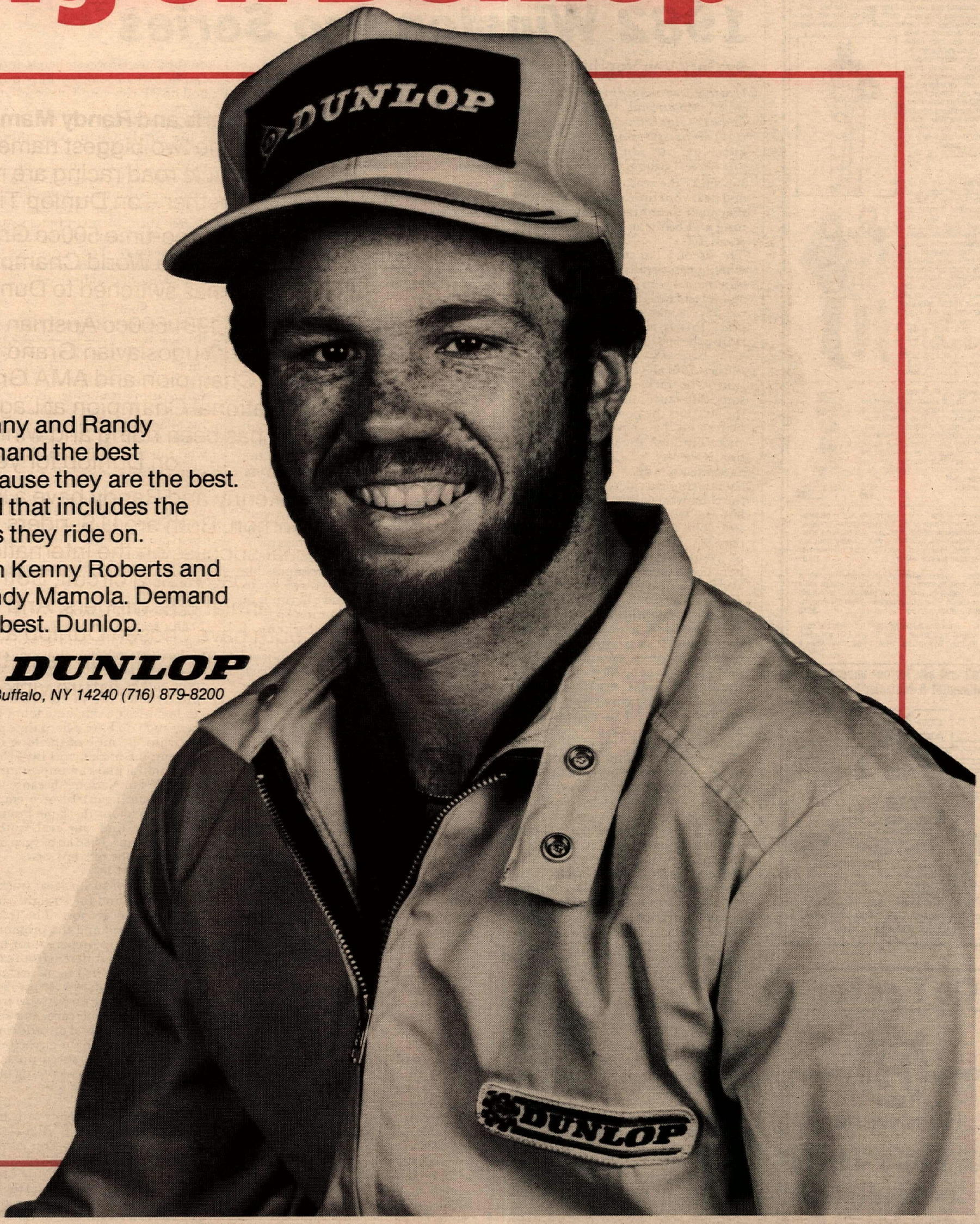

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Kenny and Randy have a lot in common. Both are U.S. riders with great success on the international road racing circuit. Both are perennial U.S. winners. And now both have chosen Dunlop as the tire that will help carry them to future victories.

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both compression and rebound damping rates.

The bike is cold-blooded and difficult to start much like a stock motor, but there most similarity ends. The first difference you notice is the way the bike accelerates in first gear. Much like the old H-1 or H-2 Kawasakis, the front wheel paws the air whenever the throttle is twisted. And it's not a situation whereby you must snap the throttle open to get the wheel off the ground. Rolling the grip briskly can have the bike vertical rather quickly. When you power-shift into second gear, the front end comes up. Then you can shift to third with the wheel in the air and carry the wheel for quite a distance. You must exhibit care when driving this one, or a ticket for "exhibition of speed" will be your reward. I estimate top speed to be an honest 130 miles per hour, possibly higher.

During the test, we were not aware that somehow the bike had nicked a couple of exhaust valves. The effect was that the motor wouldn't idle and didn't like large throttle openings at low-to-midrange rpm in a higher gear. But it should be known that the quarter-mile times were achieved with valves in this condition and probably better times would be achieved with fresh valves. One point to remember here is that the bike produces so much power and revs so quickly that care should be exercised not to over-rev the motor.

Fresh valves took care of the idling problem and lessened the caminess of the motor, but this is a peak power motor and some loss of tractability is to be expected. On the other hand, around town performance is not drastically impaired as long as the throttle is not opened to large amounts at low rpm in fourth or higher.

The exhaust system as tested was too loud for around town use. Every policeman within miles will hear you coming. Again, I can't comment on the "standard" Moriwaki pipe because I didn't test it.

The bike was fitted with the new "EBC" brake pads. They provided excellent decelleration characteristics on the front, but the rear brake was oversensitive and prone to lock-up. Possibly "EBC" will have different pad materials, but the pads as tested were too strong at the rear wheel. Again, the front brakes were terrific — strong and progressive.

I didn't get to test the handling and suspension sufficiently because the weekend I had the bike was very cold and mist made it impossible to see clearly through my shield. Also, if there's that much mist in the air, the pavement is wet. The impression that I did get was that the suspension was too stiff. Suspension settings are very complex. Requirements change with the following: rider weight, riding style, roughness of the different corners encountered, speed through each corner. When you change any of those four factors, you change the requirements for spring rates, preload settings, compression and rebound damping needs.

The bike is fun to ride but is better suited to the racetrack than the street because of noise and tractability. The "hand-bent" racing pipe is race-legally under 115 dBs, but that's loud. I never felt comfortable twisting the throttle on public roads because of the noise. Why should my fun ruin someone else's? And to be an effective street bike, it needs more mid-range. But get it to the racetrack, and that 75-80 horsepower will eat up that pavement in front of you.

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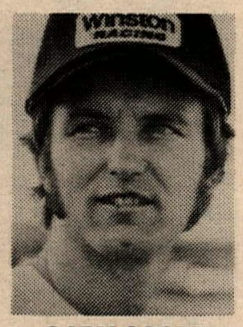

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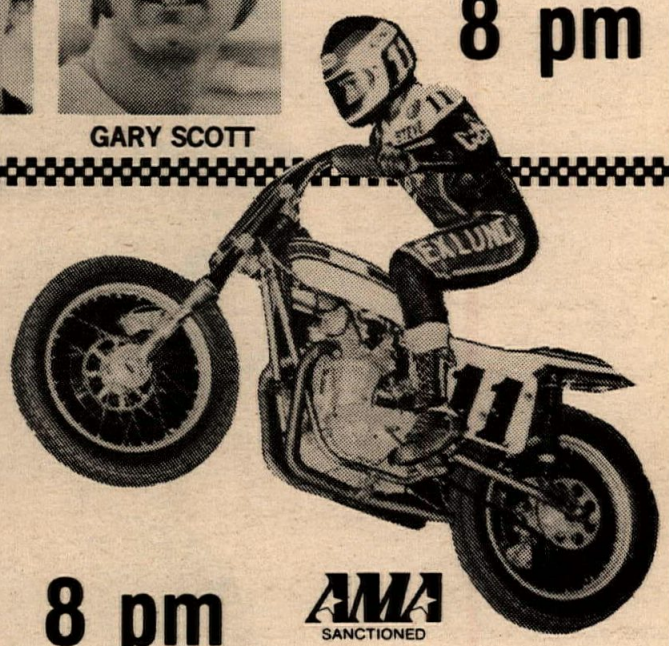

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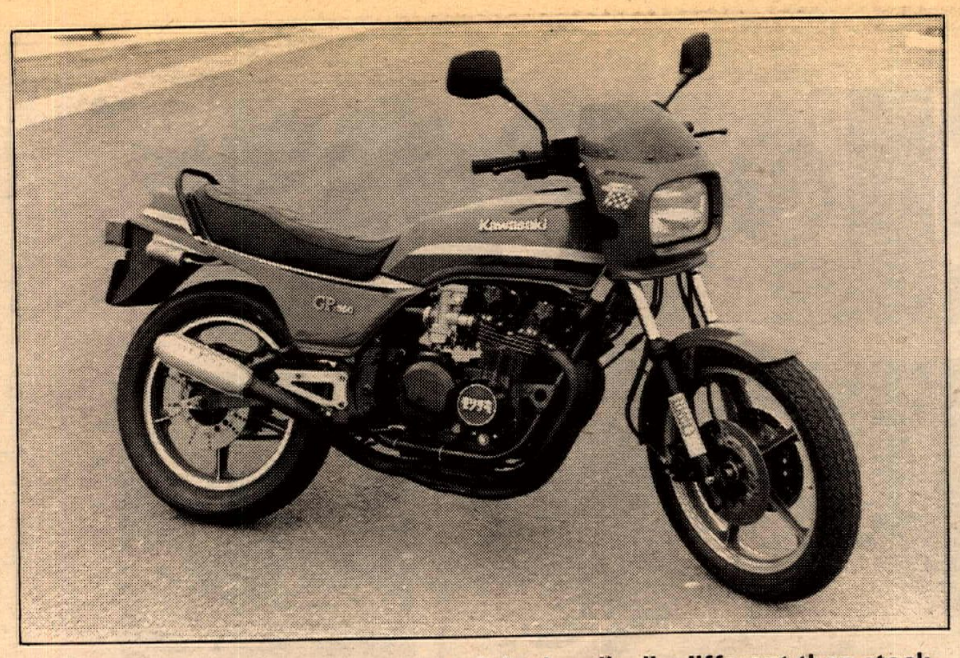
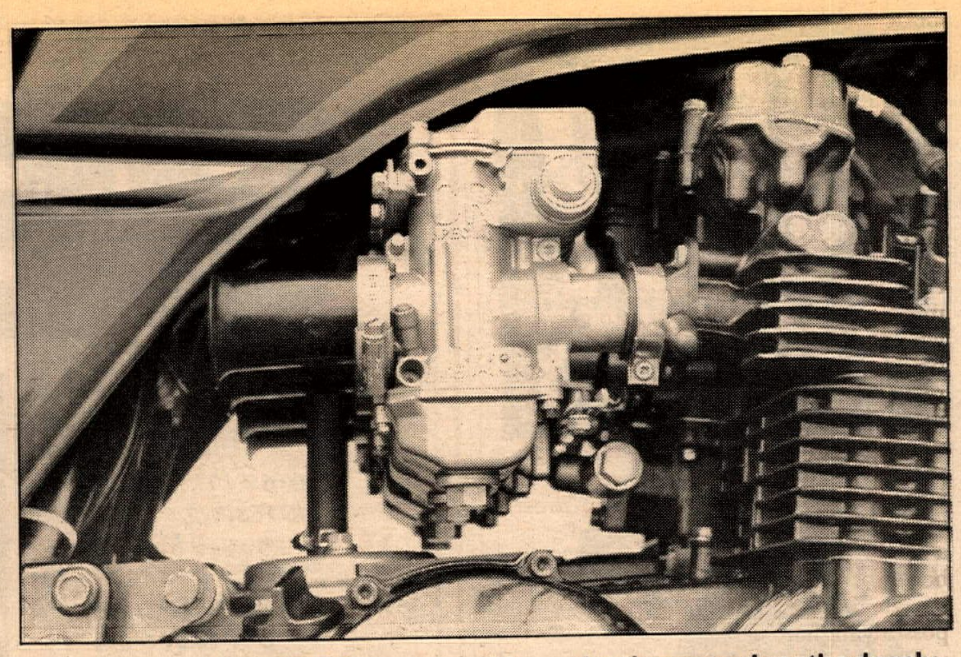
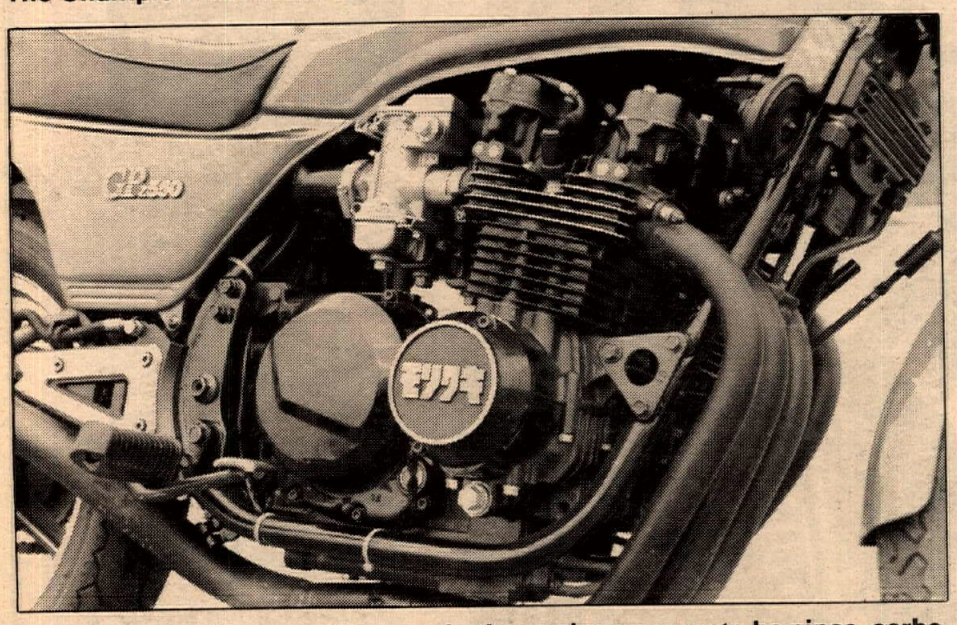


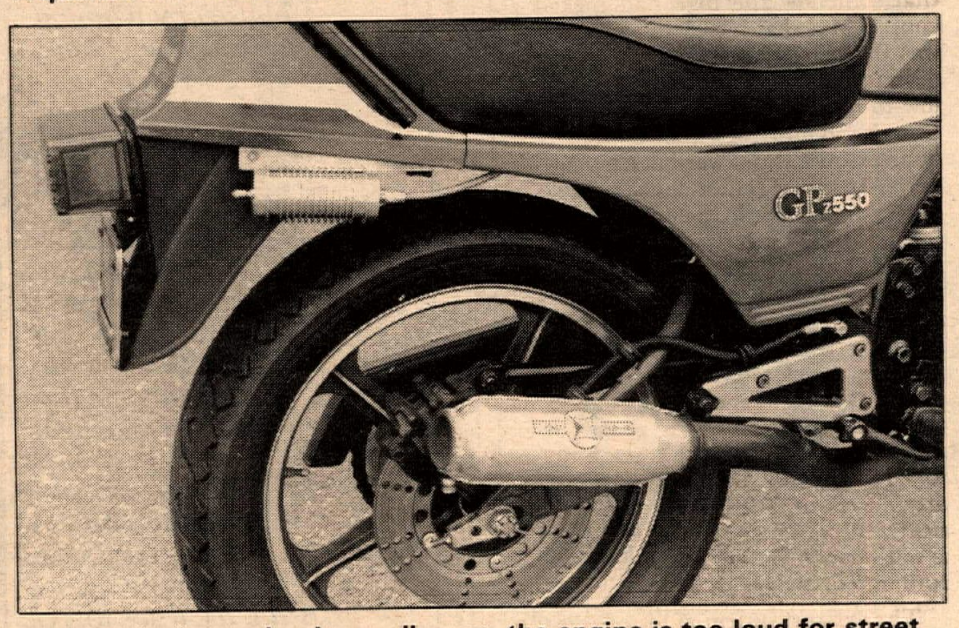
The Champion Moriwaki GPz doesn't look radically different than stock.



A quartet of Keihin CR 26mm smoothbores let the motor breathe deeply.



Externally, the biggest difference in the engine appears to be pipes, carbs and a different case cover. Internal changes add lots more punch.



Despite the large aluminum silencer, the engine is too loud for street use. The reservoir for the shock more than doubles its oil capacity.

Champion Moriwaki Kawasaki GPz550: 11 sec., 130 + mph middleweight

By Pat Eagan

Because of the economy, people are buying smaller displacement motorcycles than they were a few years ago. But, until the introduction of the Kawasaki GPz550, the sporting enthusiast had no option in the mid-displacement category. Now, thanks to Kawasaki and Yamaha with their Seca and Vision, the performance nut can have his cake and afford it, too.

One area where the rider who is downsizing from 1000cc would have to make an adjustment is acceleration and top speed. Either he'll have to accept less, or he can spend more money to get engine performance like he's used to. With the complete Moriwaki package as tested on a GPz550, the average rider can expect to turn the quarter mile in the high 11s at about 110 miles per hour. If your name is Pee Wee, you can go 11.75 at 112 mph. This bike is as fast as the modified Suzuki which won the 750cc class at the 1981 AFM Six-Hour.

The heart of this little stormer is the 593cc Moriwaki piston kit. It features light pressure-cast pistons which are 2mm larger than stock at 60mm bore size. The 10.5:1 compression ratio pistons use a single Dykes-type compression ring for superior sealing and reduced friction. The cross-section of a Dykes ring looks like an L. Combustion pressure is supposed to get in behind the ring and force its face out against the cylinder wall. Because only one ring is used, there would be less friction compared to a two-ring piston. The kit as sold includes pistons, rings, pins and clips, and a head and base gasket.

If the piston kit is the heart, then the cylinder head is indeed the brain. The motor in this '82 GPz550 uses a complete head assembly as modified at Moriwaki's race shop in Suzuka City, Japan. Moriwaki starts with a brand new head and ports it to his specifications using 1mm oversize intake valves and standard size exhaust valves. Both valves are shaped and polished to improve flow characteristics. Part of the job is to shim the valve spring seats to achieve proper valve spring installed heights.

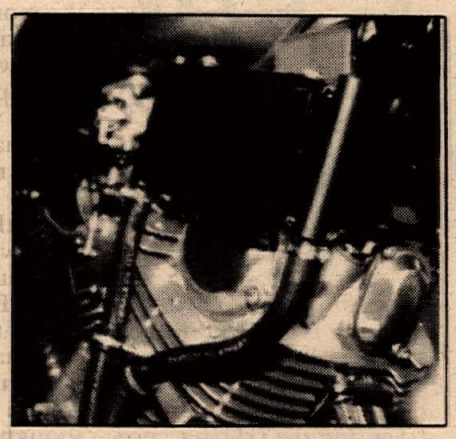
Moriwaki manufactures his own racing valve buckets which are a different material and lighter than the stock components. The surface that the cam rides on is hardened to be compatible with the Moriwaki cams. This motor uses the Moriwaki Superbike Race Cams which open and close at 25°-55°, 55°-25°. Intake lift is 9mm while exhaust is 8.65mm. The head assembly comes complete with valve clearances already set; all you have to do is assemble it to your motor.

Feeding the cylinder head is a set of the new Keihin CR 26mm carbs. The exhaust system on the bike as tested was a racing "hand-bent" four-into-one which is not available right now. I can't be certain how much, if any, less power will be obtained with the standard mandrel-bent collector.

Other modifications to the bike include the Champion Uni-Trak shock unit. The shock Kawasaki shock absorber has only three ounces of oil — not enough for sustained high-speed use such as racing. The small volume quickly overheats with deteriorated performance the result. The Champion remote reservoir is heavily finned and increases the fluid volume to seven and one-half ounces which is claimed to eliminate the overheating problem. The shock and the Champion Fork-Kit have internal parts altered to increase

NEW PRODUCTS

Carfel, Inc., has extended the coverage on their Adventurer Rain-Pro rainwear to include a black two piece suit with reflective stripes on sleeves and back. All Adventurer suits are constructed of heavy P.V.C. with welded seams. Jacket has zipper front with velcro flap, wrap around collar, elastic waist, adjustable cuffs and boot straps to hold pants legs down. All suits are complete with carrying case. Colors: light blue, yellow, orange. Suggested list $19.95. Black — suggested list $24.95. Carfel is also the importer of the Caracal nylon rainwear line. For more details, please contact Carfel, Inc., Dept. CN, 7495 N.W. 48th Street, Miami, FL 33166.



Derale Oil Coolers is now offering an oil cooler kit for the 1981/1982 Yamaha Virago XV750 and XV920 (Derale part number Y-10T) that mounts on the side of the motorcycle. This oil cooler kit comes with an air scoop that directs the flowing air through the oil cooler. The cooler features a built-in Automatic Temperature Control Valve that will give faster warm-ups in cool winter weather, and allows complete engine protection in the hot summer heat. The kit comes complete with all necessary mounting hardware, engine adapters and instruction. And like all Derale Oil Coolers, it comes with a warranty. Suggested list price is $94.50. For more information see your local dealer or write: Derale Oil Coolers, Dept. CN, 138 W. Gardena Blvd., Gardena, CA 90249. •

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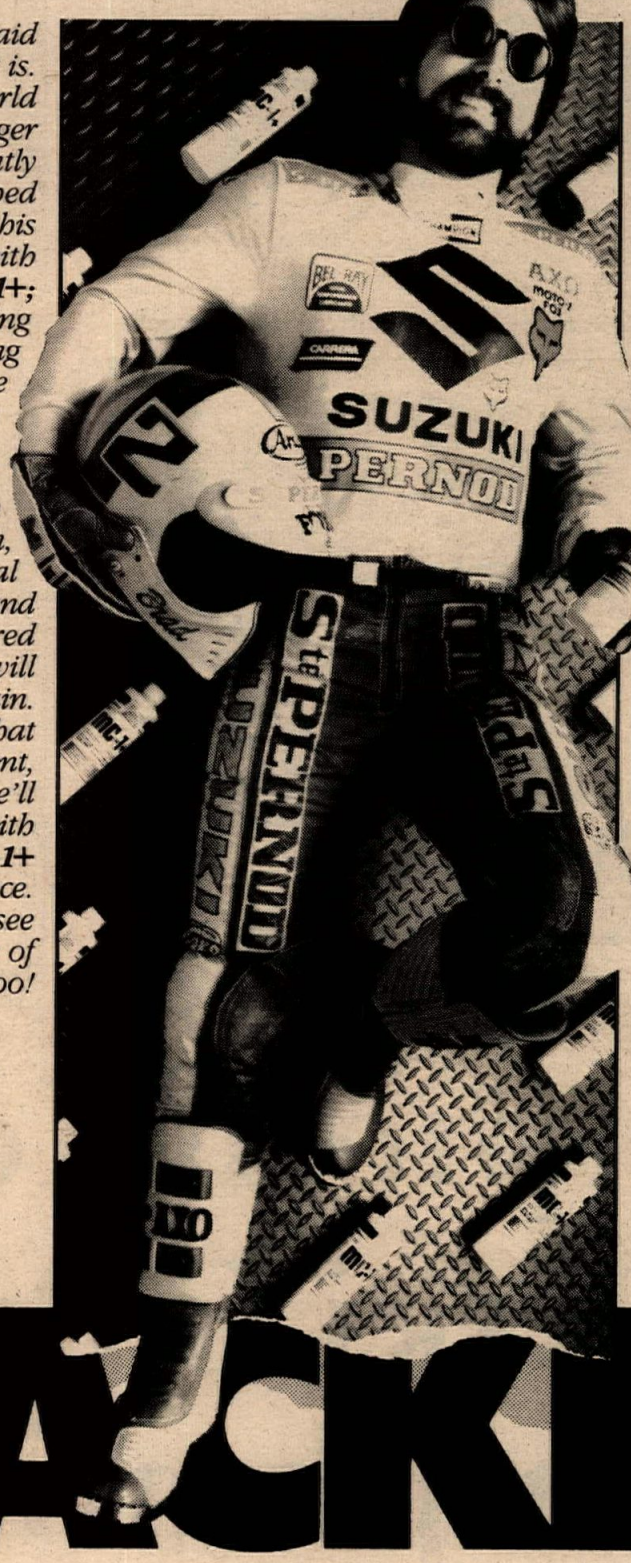

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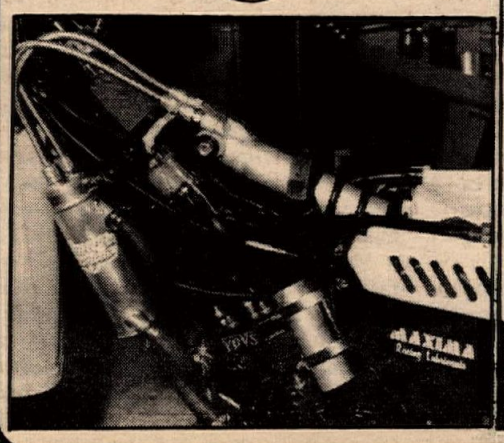

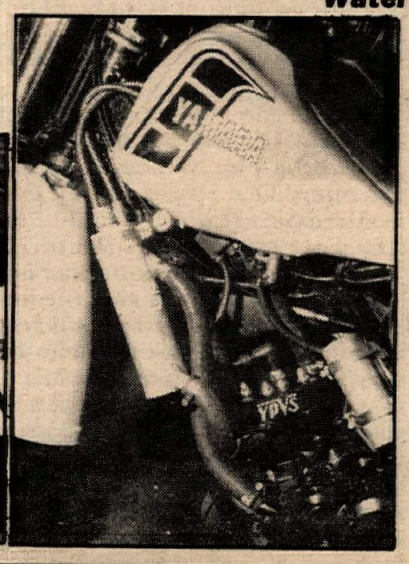

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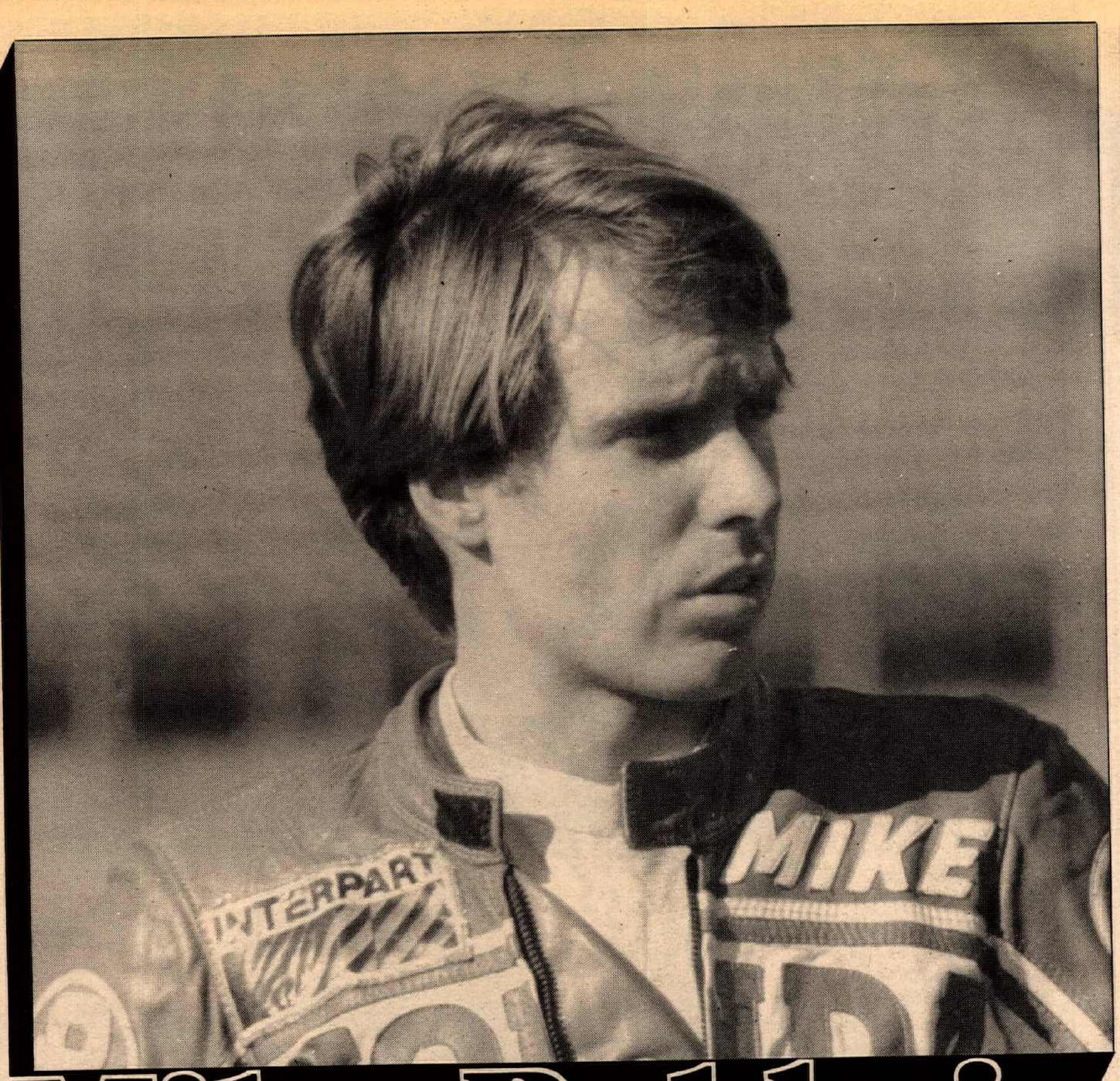

Mike Baldwin fights back

By Chris Carter

Mike Baldwin is fighting his way back into Grand Prix racing via the long route, but however long it takes, the 27-year-old American knows he will return.

Baldwin's 500cc World Championship attempt was cut short midway through the 1979 season when he broke his leg in an AMA National meeting in Loudon on his Kawasaki, just a week after taking pole position in practice, and second place in the 500cc race at the Spanish GP.

That accident not only ruined that season, it also spoiled the following year for Mike, too.

"Maurice Knight at Suzuki GB was keen for me to ride for him that year, but naturally they were concerned that my leg was going to be 100 percent for the start of the year. I could not be sure, so I told them to go ahead and sign Randy Mamola instead," said Mike.

Rather than have to beg, plead and fight his way into GPs as a privateer not on any of the new style FIM grading lists, Baldwin decided to run with fellow countryman David Aldana on the French based Honda factory Endurance racing team.

"It would not have been my first choice for the year -- that would have been a factory ride with any of the 500cc GP teams. But it was works bikes, I could have ended the year as a World Champion, and the season gave me a lot of racing miles on circuits that do stage GPs," explains Mike.

For 1982 Mike will stay with Honda, but run as number one man on their American based team going for both the AMA Superbike and Formula One titles, instead of Freddie Spencer who is off to start his first full season of Grand Prix racing. "The endurance racing season was not a waste of time because it gave me a chance to prove myself, and gave me a lot of track time. This year will not be a waste of time, either. I'm riding good bikes on a good team, but the ultimate aim is still to get back into GPs and perhaps there will be a place for me with Honda," said Baldwin.

The road back to the sought after 500cc World Championship has already been a hard one and could stay that way for Mike.

His injuries were bad. He spent five months in hospital, two months at home in a cast, and a further two months on crutches. Even with the $10,000 insurance payout from the AMA, Mike had to find an extra $32,000 himself to meet his medical bills.

All that did little to crush his desire to go racing again, though.

Despite losing the Suzuki deal, Mike pressed on in a bid to get fit. He bought a motocross machine and rode that four days a week. He ran, played tennis and went sailing.

"I enjoyed myself, but all the time I was doing things that would help get me in shape," said Mike.

When the unlucky Ron Pierce hurt himself badly in Japan, racing at Suzuka, Mike phoned Steve MacLaughlin at Honda to see if there was a place for him.

"Get on a plane and come out to California," said Steve. Soon after Mike was out at Willow Springs, the first time in 14 months that he had ridden a racing motorcycle.

Any doubts that Mike might have had during the plane trip disappeared once he ran on the track. His lap times were good, and everyone was delighted.

Mike was signed to ride Superbike for Honda, but although the bike he had ridden at Willow Springs was an old one, it had been well sorted.

For Pocono, though, Honda insisted on building a brand new machine, despite Mike's protests. He finished third behind Eddie Lawson on the Kawasaki, and Freddie on the other Honda.

At Road Atlanta Mike won the first leg and finished third in the other.

From there the action moved to Daytona for the Pro-Am, and Dennis McKay was the new Honda team manager. Mike finished second by less than a machine's length to Eddie Lawson in the first leg at noon. But by the second race, almost five hours later, the carburetion had gone off badly.

Freddie won, Wes Cooley on a Suzuki was second, while Mike in trouble in the corners, was beaten in a fight for third with Mike Spencer.

Rather than make excuses, Mike told Honda officials after the race that it was merely that Mike Spencer had finished third and he had only been able to make fourth. It was as simple as that.

The defeat was to cost Baldwin his team spot for 1981, but then the Japanese headquarters stepped in with the offer of the endurance place.

"Honda made it clear that they were hiring Aldana and me to win the short, fast races at Suzuka and Nurburgring," explains Mike.

"We led the LeMans race for seven hours till a head gasket blew, but we had qualified well up and I broke the lap record. Then we qualified fastest for Nurburgring and we led the race till the rear brake broke," said Mike.

"At Barcelona we were leading that till the camchain broke, and we did well in Suzuka. In Belgium we were lying third, on the same lap as the leaders, after twelve hours and David crashed on the far side of the circuit and didn't bring the bike back.

"We were leading the Italian round until David crashed. We pulled back to first place, and poor old David crashed again. At the Bol d'Or we were leading until two in the morning, and David went down again and we finished fifth. We were doing well at Donington, too, then David stepped off again."

Aldana's accident record might have upset many other riders, but not Baldwin.

"Yes he crashed a lot, but that happens in racing," says Baldwin. "It could have been me doing that. It wasn't, so what can you say. The thing is that endurance racing is the only branch of racing when you have to rely on a partner," said Baldwin.

"I think I've had my quota of endurance racing, now, though. I still want to go Grand Prix racing, whether it's in one year's time, two year's time or three year's time. This season I've 18 races in the States, and I would like to do the Match Races in England. Other than that, I would very much like to race in the West German GP at the Nurburgring. I know that track well. On a competitive bike I could do alright," said Mike.

For next week's Daytona 200, Baldwin, along with teammate Freddie Spencer, will be aboard Honda's new Formula One weapon, a four-stroke 1,000cc V-4. A major win, like victory in the Daytona 200, could put the Connecticut Yankee back in the spotlight, a position he occupied several years back. Mike Baldwin would like nothing better.

PRODUCT EVALUATION

Magliner three-rail trailer

Here's an interesting project for the carport mechanic: Build a three-rail motorcycle trailer. People have been welding together their own bike transports for years, but now a company called Magline, Inc. offers a bolt-together kit which requires only basic hand tools and a couple of hours' time to assemble.

The Magliner, as it's called, was furnished by Malcolm Smith Racing Products in Riverside, CA, and their band of merry wrenchtwisters had already put it together for us. That understood, our experience in the Magliner's construction consists only of having read the 12-page instruction package. It includes a four-page, 10-step description of how to assemble the 259 pieces (including everything from the 72 nylon locknuts to the Magliner decal), a two-page parts list and six pages of detailed assembly drawings.

Magliner recommends tightening the fasteners once a month, an inconvenience compared to welded trailers. An advantage to the bolt-together construction is that it allows the trailer to flex and distribute the stress and strain rather than break as a non-flexible unit might. All hardware is nickle plated for corrosion protection. Capacity may be increased from 900 lb. to 1500 lb. by changing tires and springs.

The Magliner tows well. Even unladen, the trailer will follow the tow vehicle along a rippled, aging highway like a sullen puppy, prancing along behind, never wagging its tail. Fully loaded, highways are child's play, and normal caution is required on whoop-laden dirt roads.

The loading ramp is safely held in place by a huge wingnut that's easily secured or loosened by hand.

Recommended as a do-it-yourself modification is the addition of a plywood platform or box (perhaps a milk crate) to carry your gas cans. Car trunks or backseats are no place to stow fuel.

Suggested retail, FOB Pinconning, MI, is $432, and that's the Malcolm Smith price, also. Dealer pricing makes the easily-stored Magliner a practical purchase as a stock item. •

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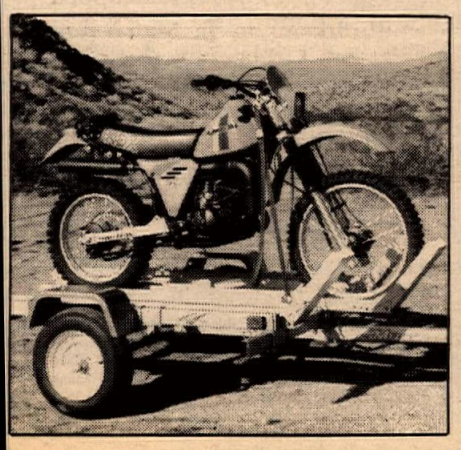
517/879-2411

Malcolm Smith Racing Products
7563 Indiana
Riverside, CA 92504
714/687-1300



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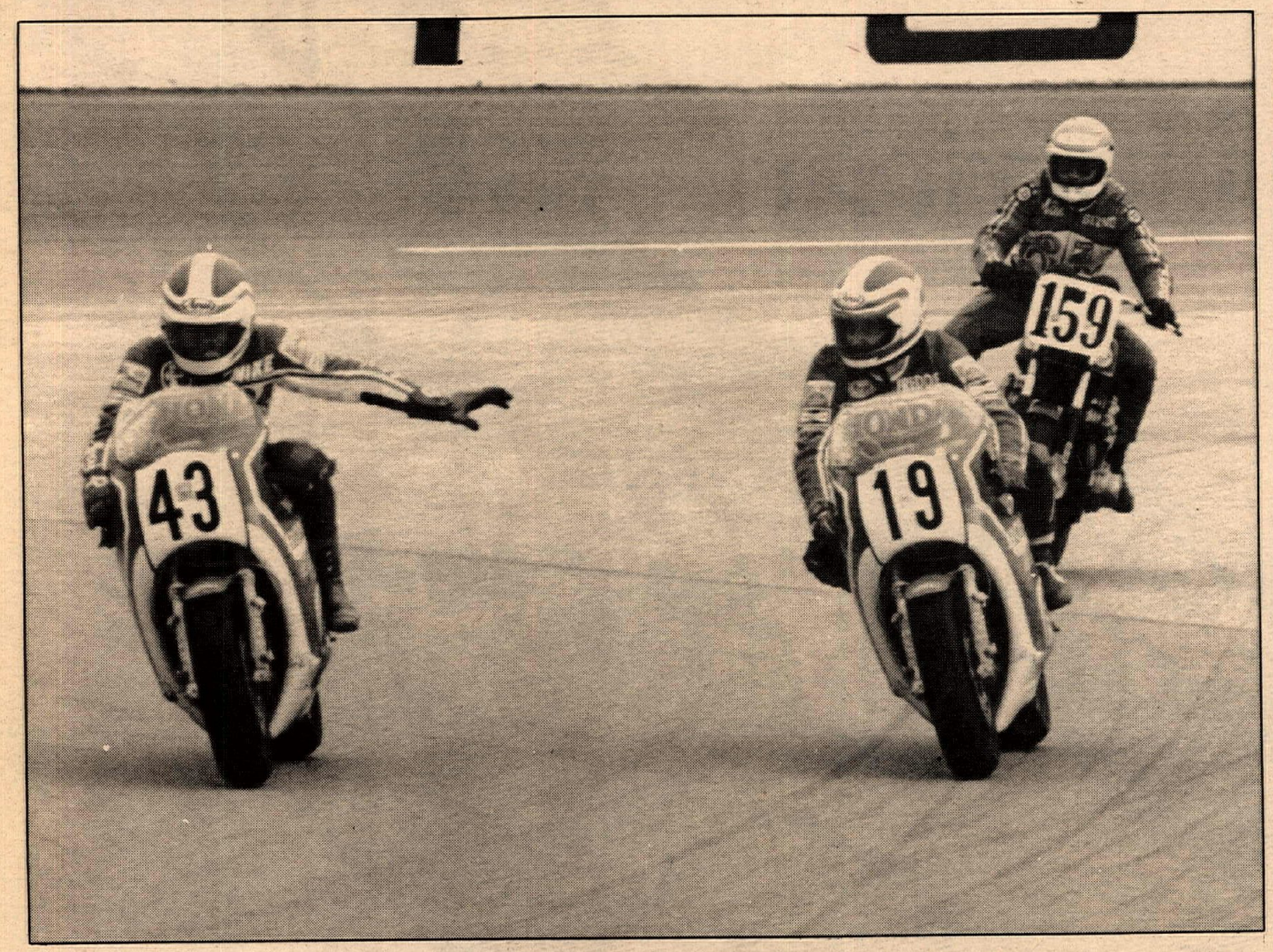
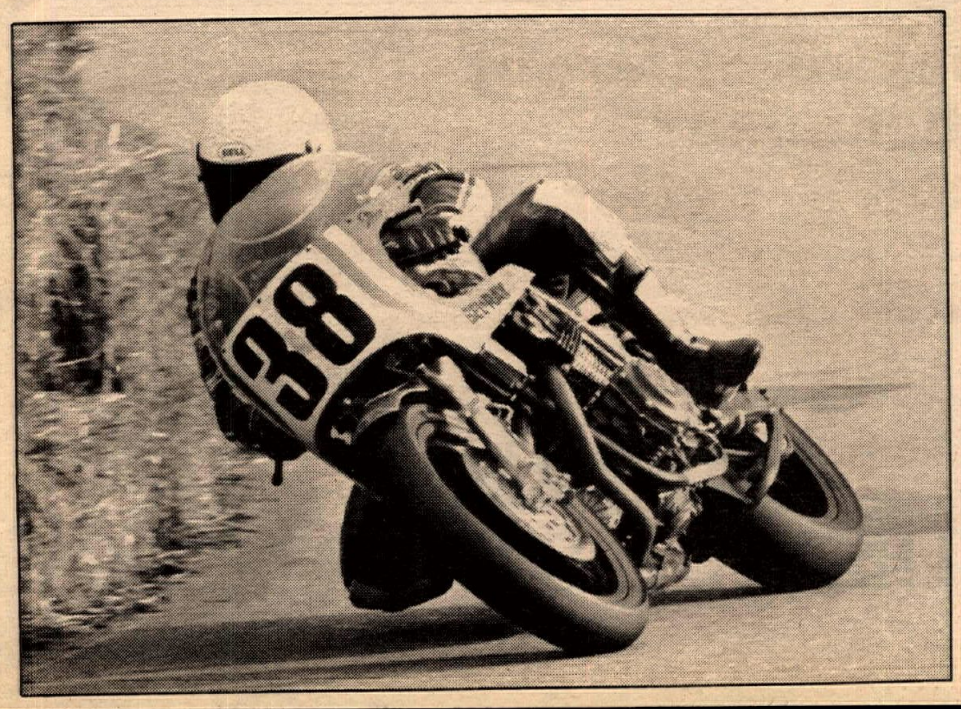
DAYTONA '82





(Top to bottom) Baldwin signals while going into the chicane. Crosby gets a champagne shower in the winner's circle. Steve Wise's seventh place gave him the Winston Pro lead.

Daytona 200

(Continued from page 9)

assembly ready and performed the change with amazing quickness. Obviously, changes had been practiced over and over. Spencer was in on the next lap and his rear wheel/tire changed also. Each was also fueled although this was five or more laps before their scheduled gas stop and would later cause both to make an extra stop.

While this activity was going on, Lawson was calmly and methodically advancing up the ladder. With Spencer's stop, he took over first followed by Crosby, Cooley, Schlachter, Singleton, Pietri, Brauneck, Wolff, Gervais and Richichi. The cast of top ten players was almost set, yet the finish was 40 laps away.

The scheduled gas stops began on lap 17, and Crosby took the lead when Lawson hit the pits. Lawson came back in second.

Cooley, running a strong third, slipped back quickly and was out of the race by gas time. Both Pietri and Wise had their tires inspected in their pit stops.

On lap 20, Lawson regained the lead and would hold it until lap 27. During that period Crosby took second from Wolff with Spencer moving into third as Wolff's pit stop took a long time. Schlachter and Singleton were fourth and fifth.

Tire problems again hit Baldwin as he slowed and went to the pits on lap 26 for a new rear tire. He had been running fifth at the time. Spencer made three more laps and went in for his new rubber and gas on lap 29.

Meanwhile, Lawson's front-running ride had come to an end. He had pitted unexpectedly on lap 28, gotten off the bike to inspect the chain and then gone on his way. Two laps later, Lawson parked the bike for good.

"The chain started to stretch," explained Lawson. "It began to jump off the sprocket and put stress on the gearbox. I was shifting to fourth when a tooth broke off the rear sprocket. It's been a frustrating weekend."

Crosby had taken the lead on lap 28 and would not relinquish it for the remainder of the race. Coupled with Spencer's tire change, Crosby inherited about a 33 second lead over Schlachter with Singleton about 12 seconds behind second place.

Meanwhile, Spencer was coming back strong. With a harder compound, he was cutting about three seconds a lap off Crosby's leading pace. However, he was still over a minute behind.

On lap 34, Brauneck, who had been running fourth in the gas stop shuffle, came in for his stop. Apparently, he slipped off the edge of the pit road apron, hit soft sand and went out of control at a high rate of speed. The bike and Brauneck cartwheeled down the area near the track with the bike striking a track support truck. He was taken from the track to Halifax Hospital for observation and X-rays.

Schlachter's second place ride came to an end on lap 36 with unexplained mechanical problems. Spencer was now in second behind Crosby. Third belonged to Pietri with Singleton, Wolff, Gervais, Richichi, Wise and Filice following.

As the laps ran out, Wolff dropped to eighth after a long pit stop as the crew checked his tires. Richichi lost his brakes and slipped to 10th. Around lap 45 Baldwin had moved himself into fourth while Wise moved up behind Gervais to seventh.

There was still a bit of drama to be played out. Spencer was still cutting three or more seconds off Crosby's lead and had whittled it to 11 seconds by lap 45.

Crosby, aware of Spencer coming on strong, kept up his steady 2 min., 07 sec. pace. However, Spencer had to stop to top his gas and lost an additional nine seconds. Baldwin came in for gas on lap 47. The chase was on to the flag. Spencer cut the margin down to 11 once again — and ran out of time. Baldwin had to come in on the white flag for more gas. Crosby and Singleton, who was trying to avoid being lapped, raced to the flag with the advantage to Crosby by a single bikelength. Crosby had lapped all but the top four.

Team leader Giacomo Agostini, the Daytona 200 winner in 1974, was all smiles. Crosby, who had gotten the Team Marlboro/Agostini ride after both 500cc World Champion Marco Lucchinelli and Barry Sheene had turned it down, had paid off the gamble handsomely. •

Results

1. Graeme Crosby (Yam); 2. Freddie Spencer (Hon); 3. Roberto Pietri (Hon); 4. Mike Baldwin (Hon); 5. Dale Singleton (Yam); 6. Steve Gervais (Yam); 7. Steve Wise (Hon); 8. Thad Wolff (Suz); 9. Jimmy Filice (Yam); 10. Nick Richichi (Yam); 11. Bruce Hammer (Suz); 12. Greg Smrz (Yam); 13. David Cheek (Yam); 14. Dave Schlosser (Yam); 15. Kurt Liebmann (Yam); 16. Jim Young (Yam); 17. Jeff Heino (Suz); 18. Jimmy Adamo (Duc); 19. Dave Emde (Yam); 10. Wayne Canale (Yam).
Time: 1 hr., 50 min., 45.686 sec.
Average Speed: 109.103 mph. (Record)

opped a Hurricane.
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A little foul weather never st

Neither rain, nor sleet, nor fender-deep mud could keep Bob "Hurricane" Hannah from cleaning up at the Miller High Life Superbowl of Motocross in Atlanta last weekend.

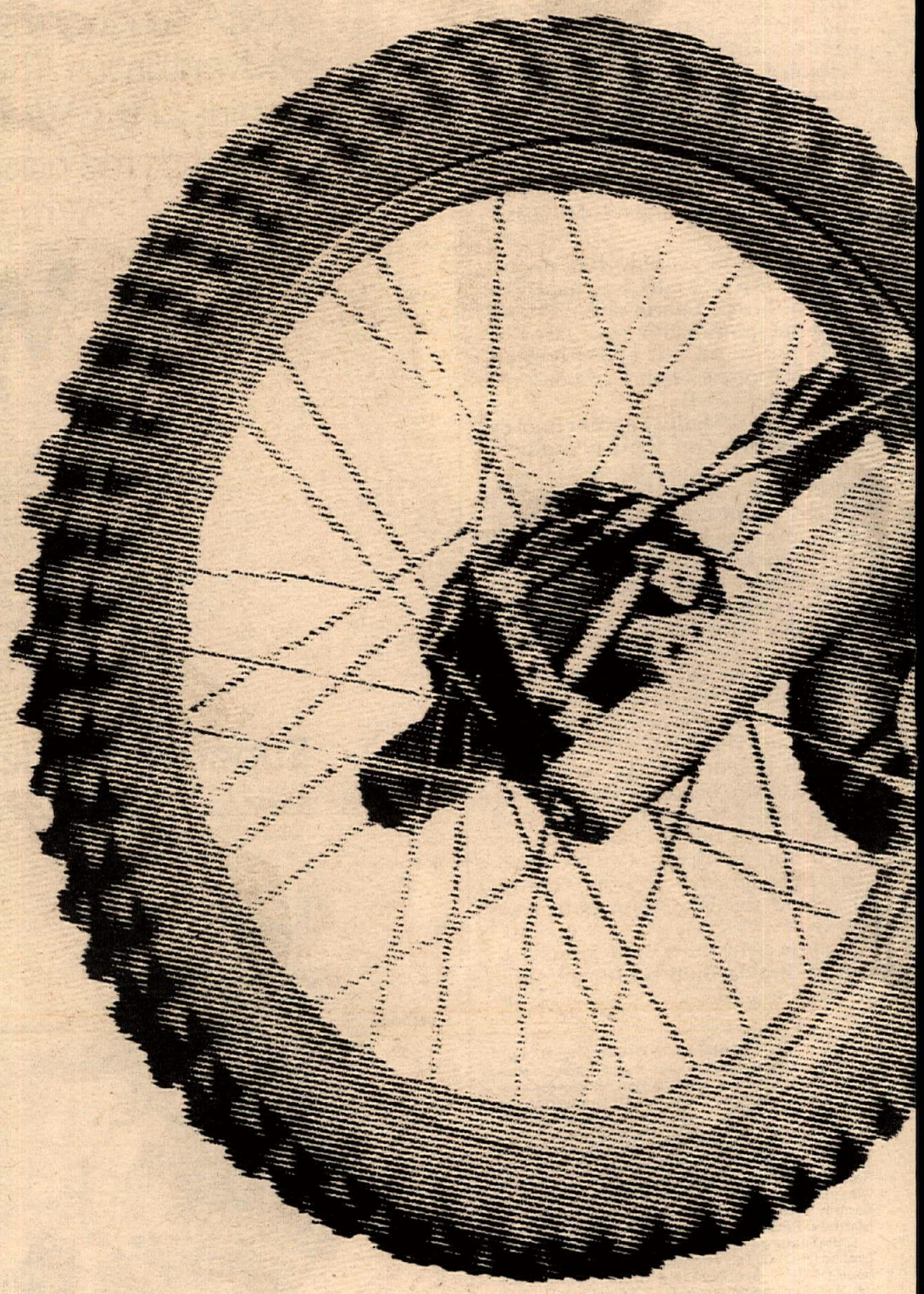
In fact, before he and his OW were even into turn one, the Hurricane was already busy covering the competition with a primer coat of red Georgia clay.

By lap seven, most of the deep ruts in the course had been filled with fallen riders, and our champion mud-slinger was lapping the field, well on his way to turning his 20-foot lead into a 20-second lead.

Finally, when the mud was so thick everyone had taken off their goggles to see better, Hannah was nowhere to be seen.

Until he showed up in the winner's circle.

Sipping a beer.



track. It wasn't a totally wasted day because I picked up a new sponsor, Talladega Motor Speedway."

When the race got underway, Billy Labrie was out front with fast qualifier Drake and Steve Hall also transfering to the main. Labrie's heat was the fastest, and he picked up a $100 bonus from Robison's Harley-Davidson of Daytona.

Bubba Shobert shortly led the second heat, but was quickly displaced by Terry Poovey. Poovey, who got second the previous night at the Tampa Short Track, stayed in front while Ronnie Jones moved into the final transfer.

Cyclear Fairings/Horton Medical/KK Motorcycle Supply-sponsored Steve Morehead ran away with the third heat while Mickey Cole and rookie Rodney Farris tried, in vain, to catch up.

Willie Crabbe led fellow resident Taylor White, Jr. briefly in the final heat, but Tim Mertens and Dave Hebb got by and into the feature.

In addition to the main event there were two lesser feature events, giving all the Experts a chance to pick up some purse money.

The third feature was won by Charlie Roberts with Mike Minnig and Randy Spence filling out the winner's circle. The second feature belonged to Todd Giesick, Scott Adams and Robbie Crabbe in third.

Mertens, Poovey, Morehead and Labrie led the Experts onto the track in the main event. Labrie overtook Morehead and made it a tight trio up front, but that was the end of his passing.

"I'm still recovering from my injuries last year, and I was happy to stay in third," Labrie said. "I don't have the sponsorship I had last year so I don't think I'll make the west coast Nationals." Labrie is sponsored by Fletcher's H-D.

Just past the halfway point Poovey made his move on Mertens and held on for the win.

"Poovey got me on the outside, which is unusual for him. It was a great move, a clean pass. He usually tries to stick you on the inside. He's a great rider," Mertens said. Mertens' sponsors include Belleville Honda/KRW/Bart O'Brien and Patrick Racing.

"This was my kind of race," Poovey said. "I could have passed him earlier, but I was waiting for the right time," the Shoei Helmets/Widman's H-D-sponsored Texan said. "I wanted to win one, and this one's as good as any. I'm just taking these one race at a time and not really looking at winning the series. I've been getting help down here from Castrol also, and the bike belongs to Ken Parker."

Labrie held third with Morehead fourth, Bubba Shobert fifth and Willie Crabbe sixth. •

Results

NOV: 1. Mark Hartley (Hon); 2. Dan Angel (Kaw); 3. Jeff Middlebrooks (Hon); 4. Charles Bowles (Hon); 5. Tony Pitcock (Kaw); 6. Ron Andrews (Kaw); 7. Curtis Rehmert (Suz); 8. Anthony Grady (Hon); 9. James Oliver (Hon); 10. Wes Long (Hon); 11. David Bettencourt (Hon); 12. John Faulkner.

JR: 1. Tom Davis (H-D); 2. William Mueller (H-D); 3. Pete Hames (H-D); 4. Jeff Joiner (H-D); 5. Eric Rausch (H-D); 6. Scott Podergois (H-D); 7. Greg Wagenknecht (H-D); 8. Daniel Mooney (Hon); 9. Sammy Sweet (H-D); 10. Gary Conkling (H-D); 11. Matthew Rozowicz (H-D); 12. Tim Palone (H-D).

EXP (Feature #1): 1. Billie Labrie (H-D); 2. Willie Crabbe (H-D); 3. Terry Poovey (H-D); 4. Steve Morehead (H-D); 5. Scott Drake (H-D); 6. Tim Mertens (H-D); 7. Bubba Shobert (H-D); 8. Mike Cole (H-D); 9. Stephen Hall (H-D); 10. Dave Hebb (H-D); 11. Ronnie Jones; 12. Rod Farris (H-D).

EXP (Feature #2): 1. Charles Roberts (H-D); 2. Mike Minnis (H-D); 3. Randy Spence (H-D); 4. Johnny Cooper (H-D); 5. Dale Goessner (H-D); 6. Jay Livingston (H-D); 7. Rick Sexton (H-D); 8. Alan Loughhead (Hon); 9. Rick Knoop (H-D).

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Event	Stadium	Date*
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Atlanta, GA	Atlanta Stadium	2/27
Daytona Beach, FL	Daytona Intl. Speedway	3/6
Houston, TX	Houston Astrodome	3/19-20
Pontiac, MI	Pontiac Silverdome	4/24-25
Kansas City, MO	Arrowhead Stadium	5/8
Los Angeles, CA	Los Angeles Coliseum	7/17
San Diego, CA	San Diego Stadium	TBA

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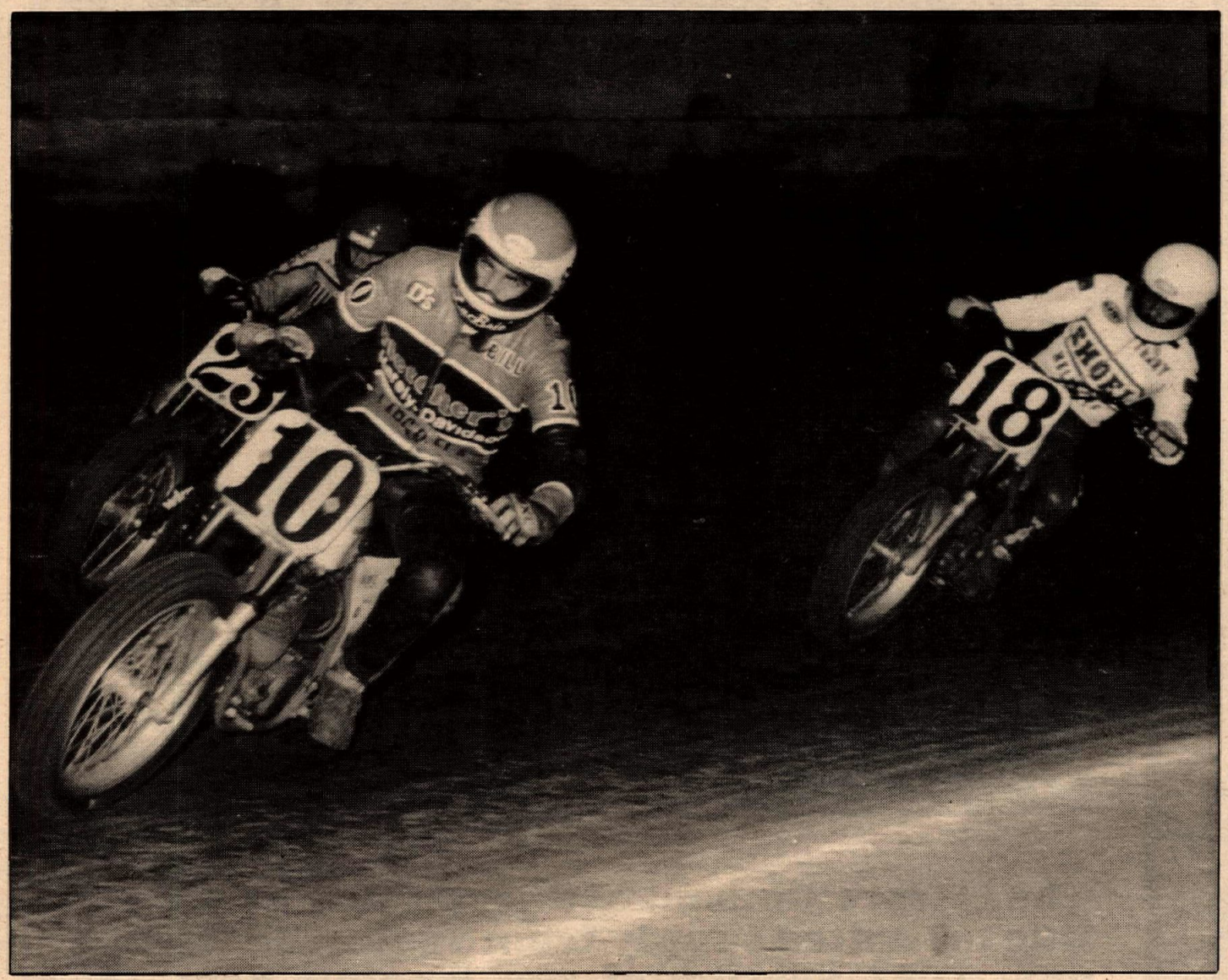
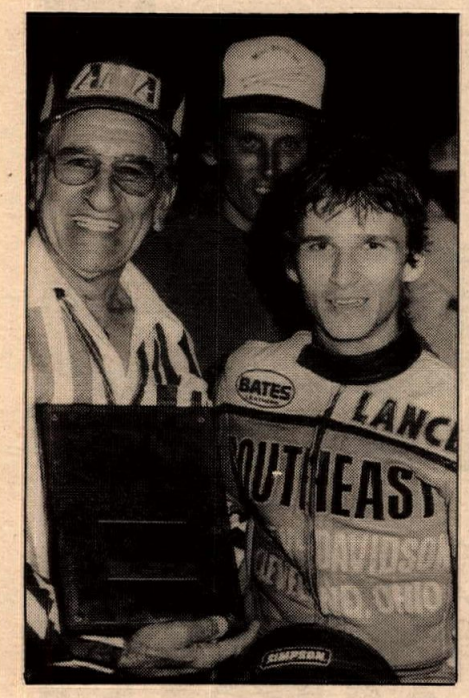
DAYTONA '82



Billy Labrie (10) leads winner Lance Jones (23) and Terry Poovey (18).

Smile! Referee Ephrem, tuner Kyle and winner Jones comply.



Jones' WKR/Sure-Fire/Diamond Bill/Millard Kawasaki rolled in the first Junior/Expert semi with Labrie, Ronnie Jones, Randy Goss and Tim Mertens squabbling over second. Labrie found some breathing space and left Goss and Jones in a duel for third; Goss' Harley owning the corners and Jones' Kawasaki the straights.

Poovey's WKR tuned, Ted Poovey built Honda and Mickey Fay's Gene Romero wrenched Honda compared notes at close range in the second semi. Poovey had the edge, leaving Fay to deal with Fran Brown and Bubba Shobert.

Fay's factory Honda hooked up on the line and led Brown, Labrie, Ronnie Jones, Poovey, Lance Jones and Goss out of turn one in the main. Labrie pressured Fay and used the outside lane to take the lead. Fay said later, "We were geared too low. It came off the line good, though."

Poovey moved inside Fay with Lance Jones soon making it interesting as they were all within a bike length of one another. Jones and Poovey swapped places, each getting alongside Labrie, but Labrie held the lead.

On the white flag lap, Labrie raised his hand, dropped down the apron and left it to Poovey and Jones, with Jones taking the win.

Jones said, "I didn't get good starts tonight, but the work on the bike paid off. We didn't sit around on our butts all winter. Woody (Kyle) has it singing and Dennis Harns and Skip Eakin will maintain the bikes.

Poovey said, "The race was fun and I'll be happy to take second place at every race." •

Results

NOV: 1. Mark Hartley (Hon); 2. James Oliver (Hon); 3. Dan Angel (Kaw); 4. Anthony Grady (Hon); 5. David Cabellero (Yam); 6. Robert Lewis (Yam); 7. David Bettencourt (Hon); 8. Tim Sillman (Hon); 9. Mike Murray (Hon); 10. David Mooney (Yam).

JR/EXP: 1. Lance Jones (Kaw); 2. Terry Poovey (Hon); 3. Mickey Fay (Hon); 4. Bubba Shobert (Kaw); 5. Fran Brown (C-A); 6. Randy Goss (H-D); 7. Scott Parker (H-D); 8. Scott Adams (Hon); 9. Ronnie Jones (Kaw); 10. T.J. Houghton (Suz).

Harley-Davidson Dirt Track Series: Round two

Poovey powers to Volusia HM win

By Henny Ray Abrams

BARBERVILLE, FL, FEB. 28

Texan Terry Poovey, last year's winner of the H-D Dirt Track Series, took over the lead in this year's series with a win in the Daytona-Busch Half-Mile at Volusia County Speedway. Poovey made his move just past the halfway point and relegated Tim Mertens to second. Florida's own Billy Labrie rode a conservative race for third.

Pete Hames came all the way from Simi Valley, California, to take the Junior main on his Storz Performance/Bill's Pipes/Corona Raceway bike. William Mueller and "Wild Will" Davis took second and third, respectively.

Charlie Bowles, Mark Hartley and Danny Angel made up the winner's circle for the Novice class.

Novice

Of the four Novice heats run, Mark Hartley's proved the fastest. And fastest was Hartley in the main as he jumped to the front with Angel and Bowles in pursuit. Bowles made his way around Hartley on the rutted clay track on the seventh lap, with Angel holding his own against Tony Pitcock.

The order was set, and Bowles pulled out some breathing room on his way to the win.

"We blew this up last night and just rebuilt it this morning when Mr. Hilley (father of Expert Mike Hilley) opened up his shop. It's a good thing we did because now I have my Junior transfer points," Bowles said. "I'd like to thank Woody Kyle who built the bike."

Junior

A large Junior turnout caused officials to run Junior heats and semis. Due to threatening weather, the heats were run first on the program. Dan Mooney took the first heat with other heats won by Pete Hames, Matt Rozowicz, David Mueller, Dale Gingrich, Delbert Beck and Eric Rausch.

Only the top three in the four semis would transfer to the main. Hames took the first semi with Greg Wagenknecht and Matt Rozowicz following.

David Mueller led Scott Podergois and Gary Conkling into the main from the second semi. Jeff Joiner made a late charge to win the third semi ahead of early leader Dan Mooney and third place Tim Palone. The fourth final, and fastest semi, was taken by Davis with Eric Rausch and Sammy Sweet getting into the program.

Mueller led off the line for the first of the 10 laps in the final with Hames, Joiner and Davis bunched together nearby. Hames took over on the second lap with Mueller holding his own in front of Davis while Eric Rausch moved into fourth. The race turned into a single-file parade with little place-changing, which was fine with Hames who continued on his way to winner's circle.

"This is one of my first races on this Storz Performance bike, and it was running great," Hames said. Announcer Roxy Rockwood prodded his fellow Californian into finding out what the senior high student was doing in school. "I haven't done my homework yet, and I have tomorrow night off, so I'm looking forward to messing around."

Expert

After Scott Drake topped qualifying and took home the $100 prize from Cycle Goodies of South Daytona, the 45 Experts were put in four heats to try to make the main.

The first heat didn't make it to the start line without incident. Lance Jones highsided in the rutted fourth turn and cracked his shoulder blade while tearing the front end off his bike.

"I was gassin' it feet up in the third and fourth turn and caught a wheel and highsided," he said. "It was a stupid accident, but I realized that I can't go for it all the time on every

Harley-Davidson Dirt Track Series: Round one

Jones tops Tampa ST

By Mike & Anne Adair

TAMPA, FL, FEB. 27

It's been a long three years and it's time we won," said a jubilant Lance Jones after winning the Junior/Expert main event of the Super Sports Promotions East Bay Speedway Short Track, the opening round of the '82 H-D Dirt Track Series. (Friday night's scheduled series opener was rained out at Savannah.)

The event was a heartbreaker for hometown favorite Billy Labrie, who held off Jones and Terry Poovey until the final lap when his Honda expired. "It burned a hole in the piston," said a dejected Labrie.

Packed grandstands, shirt-sleeve weather, a horde of riders and a fast track provided all the ingredients for a night-long show, and as one spectator shouted, "This is what Class C racing is all about." Virginia's Mark Hartley put his Casey Cycle/Posey Heating Honda in the Novice winner's circle with teammate Jimmy Oliver in the runner-up spot.

In the first Novice semi, Alabama's Danny Angel turned up the wick on his Charlie Southgate tuned, Angel Welding Kawasaki and left Hartley and Anthony Grady to fight over second place.

David Cabellero led David Bettencourt and Doug Chandler to open the second semi, but Jimmy Oliver moved through the pack and pushed Cabellero at the flag with New York's David Mooney and North Carolina's Robert Lewis in contention.

Team Honda's Novice hopeful Doug Chandler, pulled off the track in obvious pain. "I caught my foot in a hole while winning my heat," said the dejected rider. "I've broken this ankle twice and I'm worried about it."

In the final, Cabellero beat Grady into turn four for an early lead with Hartley moving up on the inside of Oliver and Angel, who after a bad start, was charging. "The clutch fried and I couldn't get out of the hole," said Angel later.

Hartley took over and won with the show belonging to Angel as he picked off one rider after another, challenging Oliver for second on the final lap. As Hartley and Oliver congratulated each other in winners' circle, Hartley said, "Hey, we are trying to win this series."

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Carson Yamaha's Dick Buttner worked up from a poor start to claim second. Following Buttner, also out of Carson Yamaha, Dan Dossey took third.

For the second Open Expert moto, Heying repeated his wire-to-wire domination. Dossey started out in second spot and See in third. Again, Buttner worked his way into second place for a while. Dossey reclaimed number two by the checkered flag. The overalls went to Heying (1-1), Dossey (3-2) and Buttner (2-3).

The Open Juniors ran at the same time as the Experts and put on as good a show. Mike Mieras (Yam) won both motos to take the class. Leonard Hornbarger, on a brand-new Maico Alpha I, and Werner Martinmaas, on a Honda-engined/Suzuki-looking four stroke, battled elbow to elbow all the way. Hornbarger prevailed in the last moto for second place and second overall.

The 125cc Expert/Junior tea party (because everyone was heating water in their liquid-cooled models) was also totally doninated by one rider. Chuck Beck (KTM) showed dazzling speed to win both motos handily. Pressuring Beck was new Junior Shannon Hafjes (Yam), just up from the mini ranks.

Merle Levrett (Yam) dominated the 250cc Juniors with his 1-1 score. Mike Mieras, this time on a Suzuki, took a 2-2 score after driving up from downfield starts, threatening Levrett towards the end of the last moto. Bob Hibdon (KTM) did the opposite with second and first place starts only to fade into third for each moto.

The Open Novice bash was marked, as usual, by first turn pile-ups that made good footage for the local TV station covering the races. Steve Brown (Yam) survived it all to win both motos. Bill Roach (Yam) did likewise for the 250cc Novices.

Two large divisions of 125cc Novices showed a lot of new faces in the local motocross game. In Division one, Jay Pulite (Kaw) and Chris Harjes battled back and forth with Pulite getting overall with his 2-1. In Division two, E. Roberts (Yam) ran off and hid from the pack to win all the marbles there.

The Mini's, Vets and Old Timers all turned out in large numbers. All told, about 135 entries showed up for this off-season, no-payback, non-points paying event.

This year there will be a special Nevada state championship awarded by District 36 to all classes. The points-paying series will begin April 18 at Janesville. It looks like 1982 will be the strongest season yet for northern Nevada motocross.

Results

80 NOV: 1. J. Pecorilla (Hon), 2. M Larson (Yam), 3. R. Dragoo (Yam).
80 JR: 1. D. McCombs (Yam), 2. G Kay (Hon), 3. D. Zehner (Yam).
100 NOV: 1. D. McNeff (Suz).
125 NOVI: 1. J Pulite (Kaw), 2. C. Harjes (Yam), 3. B. Chandler (Yam).
125 NOV II: 1. E. Roberts (Yam), 2. T. Arndell (Suz), 3. M. metcalf (Suz).
125 JR: 1. S. Harjes (Yam), 2. B. Larson (Yam), 3. M. Torres (Kaw).
125 EX: 1. C. Beck (KTM), 2. D. Erquiaga (KTM).
250 Nov: 1. B Roach (Yam), 2. J. Hallaham (Suz), 3. D. Conway (Yam).
250 JR: 1. M. Levrett (Yam), 2. M. Mieras (Suz), 3. B. Hibdon (KTM).
OPEN NOV: 1. S. Brown (Yam), 2. R. Brock (Mai), 3. R. Frock (Yam).
OPEN JR: 1. M. Mieras (Yam), 2. L. Hornbarge (Mai), 3. W. Martinmaas (?).
OPEN EX: 1. J. Heying (Mai), 2. D. Dossey (Yam), 3. R. Buttner (Yam).
VET NOV: 1. B. Anderson (Yam), 2. R. Will (KTM), 3. B. Gill (KTM).
VET JR: 1. B. Jones (Mai), 2. T. Hensen (Mai), 3. A. Bray (Mai).
VET EX: 1. R. Wyant (Mai), 2. L. James (C-A).
OT NOV: 1. L. Sheppard (Mai), 2. H Heitmiller (Mai), 3. B Manning (Hus).
OT JR: 1. R. Riipi (Yam), 2. J. Robinson (KTM).
OT EX: 1. R. Marshall (KTM), 2. J. Hathaway (Mai), 3. R. Bogue (Mai).

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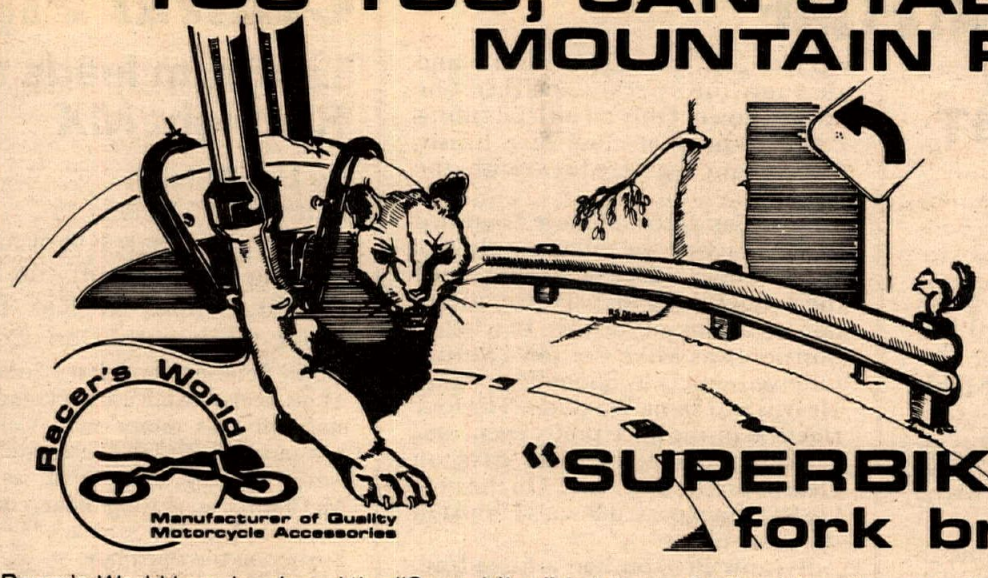

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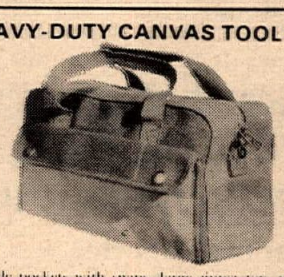

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There will be coverage of at least one road racing GP on NBC television this season. The network, which provided delayed coverage of the 1981 British GP at Silverstone, has contacted organizers to do the August 1 British event again this year.

Despite over a 50% drop in net income compared to the 1980 fiscal year, the American Motorcyclist Association's annual report showed the AMA increasing its surplus operating capital from $54,817 to $234,712. Gross income from $3.4 million to $3.5 million, but operating expenses soared from $2.8 million to $3.2 million as the AMA, after recovering from a deficit of $444,699 in 1980, was able to spend money, according to the report, on "important planning, maintenance and management plans."

When is an instant an eternity? Steve Wise, talking to a reporter before Daytona's Bell Superbike 100, said, "I'm doing 2:07 lap times, but Freddie's running 2:04s. Those are going to be the *hardest* three seconds to find in the world."

Wise wasn't the only rider with motocross experience in the Daytona Superbike race. Bryan Kenney, a highly successful MXer in the late '60s and early '70s, was entered on a water-cooled Suzuki 750 out of his Tucker, GA, shop. However, Kenney's ride came to a halt midway through the race when he crashed entering the second turn. Bryan was unhurt.

Grand National Champ Mike Kidd had a few words to say about Wise's performance in both the Superbike 100 and the Daytona 200, where he garnered top 10 finishes both times. "Wise was a motocrosser who tried dirt track and did good, " said Kidd. "Now we have a dirt tracker who went road racing and did good. And that's excellent."

Kenny Roberts and Randy Mamola, both shod on Dunlops for the Daytona 200, had massive rear slicks on their machines. The width of the tire appeared to be around eight inches, and the swingarm on Roberts' bike had to be modified to fit. Roberts' square four had a triangulated swingarm, but it appeared upside down in relation to past application, with a hidden shock link-up.

Steve Wise's seventh-place finish in the Daytona 200 was enough to put the veteran motocrosser and novice-yet-successful TTer/road racer into the AMA Grand National Championship/Winston Pro Series point lead. Wise now has 21 points and is followed by Jay Springsteen, Ricky Graham, Alex Jorgensen and Randy Goss, all of whom have 20.

The industry raffle initiated by J.R. Kelley to raise funds to help Winston Pro competitor Hank Scott pay his medical bills was concluded at the recent Cincinnati trade show. Over $12,000 was raised.

Guest Editorial

State capitol observations

Several weeks ago, I wrote an article about the Governor's proposal to take $8.5 million out of the "Green Stickie Fun" in an effort to balance this year's budget. That effort is still very much alive, although the legislature might put it to rest this week. AMA, CORVA, the four-wheel-drive people, and others have hired a lobbyist to work on this issue. The new lobbyest, George Miller, tells us that new budget negotiations between the Governor and the legislature have so far placed our fund "off limits" for any money grabs. If you haven't already written your legislatore, it is still not too late to let him know that the OHV Fund monies were collected for one purpose, to provide use areas for off-road vehicles. Let them know that you will not be happy if they vote to spend these monies for any other purpose.

On another note, the bill which was introduced on behalf of off-road vehicle groups, AB 2397 by Assemblyman Bruce Young, will probably be heard in committee on Mar. 31. Most of the major ORV groups have sent Young an official letter of support. These letters are improtant. Letters from individuals to your own Assemblyman and Senator are also important. AB2397, in case you haven't heard, will remove the Off-Highway Vehicle program from the control of the Parks and Recreation Commission (which is totally environmentalist) and put it under the control of a new Off-Highway Vehicle Commission. The new AMA/CORVA/four-wheel-drive lobbyest is also working on this bill.

Speaking of CORVA, their annual convention is this weekend in Bakersfield. CORVA president Chuck Hollingsworth announced that the meeting is open to all interested ORV people, whether or not they are members of CORVA. As of now, BLM State Director, Ed Hastey, is scheduled to talk about BLM issues: the Desert Plan Amendments, prospects for a legal B-to-V race, and anything else we care to discuss. Assemblyman Don Rogers, will be on hand to update us on legislation and the latest on our efforts to kill the Budget "rip off." Also in attendance will be a representative from the Forest Service, a rep from the State Parks Department to tell us about the Grant Program which will provide some new riding opportunities. The State Parks consultants who are working on a statewide ORV Trail Plan will also be on hand to explain the project, and to talk about your favorite riding areas for inclusion to the plan. Besides all of this there is plenty of time planned for fun stuff. The dinner-dance is set for Saturday evening (cost is $15 or $8 if you want to skip dinner and just attend the dance), the meeting starts on Saturday morning at 10:00 a.m. Call Lesley Schwent at 805/654-8026 for dinner reservations or information. Location is the Rodeway Inn on Hwy. 99 at the Calfiornia St. Exit.

Bob Ham

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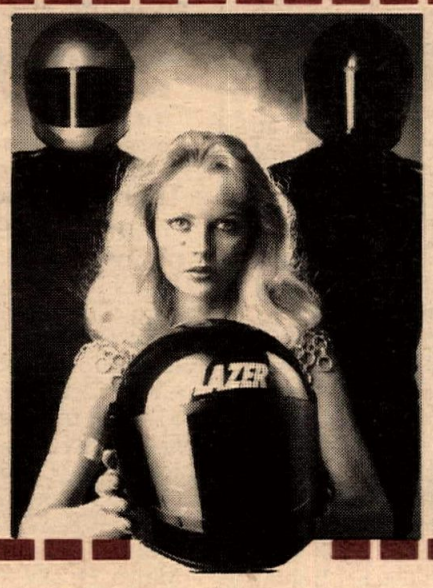

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NORTHERN DATELINE

Jorgensen, Key take Newman ST wins

By Marty Scott

NEWMAN, CA, FEB. 27

Winston Pro Series co-point leader Alex Jorgensen held the local hot shoes off, taking the 500cc Expert win, and Mark Key led wire to wire to take the 250cc Expert win as the Westside Eagles Motorcycle Club held their final Winter Series short track at Hills Ferry Speedway tonight.

Mikie Macedo wasted no time in jumping into the 80cc Expert lead as he led exiting turn two on his Oilzall Racing Castor-sponsored YZ. Freitas, who got off fifth, was running the wheels off his Dave Bird water-pumper, but there would be no catching Macedo, the Mini Expert winner at the Astrodome just three weeks before, and Freitas had to settle for second with Ronnie Hayes third.

Kurt Chandler, who is out to make people forget how well brother Doug rode their Salinas Kawasaki KX250, took the high line aroudn the pack and ran away with the 250cc Junior win. Scott Nail took second over Todd Beecher and Danny McDonnell.

Mark Key pulled the holeshot in the 250cc Expert main on his McGill's Yamaha over Dave Walden's Dave Bird Honda and Donny Howard. Howard went by Walden on lap four and set out for Key, but the laps would run out, with Key taking the wire-to-wire win despite Howard's best pressure on the final lap. Walden was third over Bruce Johnson.

The 500cc Expert main had plenty of excitement. David Boyles took the lead on the green over Chris Carr and Alex Jorgensen. The Can-Am pilots battled throughout the next two laps for second with Jorgensen and his thumper taking second on lap three over Carr's two-stroke. Chris tried to take it back on the outside, but Alex closed the door. Boyles was unable to pull away, and all three stayed close. Jorgensen took over the lead as the five-lap sign came out and would lead to the finish. Boyles held on for second and Carr was third on the Jorgy's 400.

Results

100 EX: 1. Winkie Freitas (Yam); 2. Scott Casey (Yam); 3. Tom Carriger (Yam).
80 JR: 1. Jeff Raymond (Yam).
80 EX: 1. Mikie Macedo (Yam); 2. Winkie Freitas (Yam); 3. Ron Hayes (Yam).
PEE WEE: 1. Scott Bricker (Yam).
250 NOV: 1. Jon Nunez (Yam); 2. Craig Johnson (Yam).
250 JR: 1. Kurt Chandler (Kaw); 2. Scott Nail (Yam); 3. Todd Beecher (Yam).
250 EX: 1. Mark Key (Yam); 2. Don Howard (Yam); 3. Dave Walden (Hon).
OPEN NOV: 1. Gary Ackerman (Yam).
OPEN JR: 1. Scott Nail.
OPEN EX: 1. Alex Jorgensen (C-A); 2. David Boyles (Hon); 3. Chris Carr (C-A).

Preston pounces at SHR MX

By Sally Sideliner

BRENTWOOD, CA, FEB. 21

Vets and Old Timers really put some energy into their racing today at Sand Hill Ranch's motocross. Bob Porter's Maico grabbed the lead but quickly lost it to Don Swearengin's Yamaha. At the top of the hill Porter passed, slowed for an instant to fix his goggles, and Swearengin zipped by again. Side by side around Chicken Coop corner, up the hill, around the turn and through the checker...neither one backed down. Only an official ruling could claim that close of a finish. Swearengin was credited with the win.

Troy Barazoto and Steve Lewis led the first race up the hill to tangle bars as the other 125cc Experts passed them by. Making his way around and taking command of thee first place position was Mike Preston's Suzuki followed closely by Spoof Pena, Mark Hearns and Dana Waxham. The four riders kept the pace pretty even, and Waxham made the first pass on Hearns on the downhill. On the next lap Waxham passed Pena's Honda in the same place.

By now Preston had a huge lead, and the battle for third was between Pena and Hearns. Hearns got by Pena, and Mike Whalen appeared on Pena's rear tire. Hearns held onto third, and on the last lap, Whalen grabbed fourth, coming from 20th position on the first lap. Preston, riding for Jorgy's in Stockton, held on for a number one placing.

Pena came back to holeshot moto two and improve his ninth place finish. Waxham was in second again, and Preston put on the pressure. Waxham and Preston both went high in a berm and tangled bars, both staying on and keeping Pena in sight. Preston went to the outside but couldn't make the pass. Whalen worked his way up to vie for second place, too.

Waxham slipped by Pena in hopes of shaking Preston, but Preston slipped by on the next corner and began breathing on Waxham's rear fender with only two laps to go. Preston went to the inside of the last turn and passed Waxham, holding first position for the last lap and the overall.

Waxham, after a battle with Preston in the 125s, took on Doug McRae in the 250cc Experts. Waxham gets the holeshot followed closely by McRae, Stuart Coleman and Don Clark. Vernon Forsythe and Jerry Brandt went down, holding up several riders as Waxham and McRae gained distance. On lap four, Clark took over fifth position.

McRae pushed Waxham on every jump, trying to see who could outdistance the other, but Waxham's Suzuki gained yardage on the straights. McRae went to the inside of Chicken Coop corner but couldn't make the pass. Side by side, they approached lapped riders, and Waxham manuevered through first. McRae pushed it on the downhill of the last lap and hit Waxham's rear tire to slide out. Not losing his position, but losing precious time, he settled for second.

Waxham led moto two with Coleman and McRae hot on his tail. Coleman went down on lap two, giving McRae a clear shot for Waxham but not getting close enough to worry Waxham this time. Larry Coleman took over third with Tom McKinney fourth. •

Results

125 EX: 1. Mike Preston (Suz); 2. Dana Waxham (Suz); 3. Mike Whalen (Yam).
125 INT: 1. Steve Nauman (Hon); 2. David Montgomery (Yam); 3. Will Akers (Yam).
125 JR: 1. Todd Mitchell (Yam); 2. S. Cummings; 3. Bob Blase.
OT JR: 1. Craig Bostard (Suz).
OT INT: 1. Bob Collins (Mai).
OT EX: 1. Don Swearengin (Yam).
250 EX: 1. Dana Waxham (Suz); 2. Doug McRae (Yam); 3. Larry Coleman (Hus).
VET EX: 1. Peter Dill (Mai).
VET INT: 1. Steve Bevelacqua (Yam).
VET JR: 1. Gary Estes.
250 INT: 1. George Hopper (Yam); 2. Jeff Verlin (Suz); 3. Mike Ornallas (Hon).
OPEN EX: 1. Dave Mythen (Mai); 2. Wayne Archer (Yam); 3. Ken Berry (Mai).

Central Pipeline

Landrum leads at Rio night MX

By Lisa Milcich

HOUSTON, TX, FEB. 19

Expert action saw Kyle Landrum leading the pack off the line of the first moto at Rio Bravo's night track with Dan Conway, Kevin Schwartz and Jerry Surber, Jr., at his heels. Landrum rocketed off the stadium-style jumps with Conway in hot pursuit. Rickey Glaser and Surber were fighting for third as David McClain was getting near enough to make a bid for it also. He slid by Surber on the third lap.

Landrum led Conway till the fourth lap when he lost his balance going over a set of whoops giving Conway the advantage he was looking for to take over the lead. Landrum regained his composure and stayed ahead of third place Glaser.

Kawasaki took first and second as Conway led Landrum to the checkered flag. Glaser held onto his third, fourth going to McClain.

Landrum holeshot the second moto while Conway slipped in behind him, and Charlie Brown came around for third. Glaser stuffed out Surber claiming fourth and passed Brown by the third lap.

Landrum wasn't giving up a thing for his first place and performed accordingly. On the eighth lap when Conway was close enough to take away Landrum's first, he flew off the tricky stadium jumps and landed sideways. He tried to save it but slid off the back fender raising the bike up into the air as it smashed against the solid wood fence on the side of the track. The front tire rested on the top of the fence, and the bike stayed upright till Conway pulled it back down. The accident resulted in the loss of his front brake.

By the 11th lap, Landrum had a super safe buffer zone between himself and Glaser. Conway was in third till McClain passed him and made the fatal mistake of looking back, letting Conway flash by him.

I would like to send a special note of speedy recovery to Kathy Holman, a well respected rider who had an unfortunate accident with another rider while racing in the 125cc Intermediate class. The end of the evening report from the ambulance attendant was that she bruised some back muscles and would be sore for a while.

Results

60: 1. Shawn Cook; 2. Barrett Bush (Yam); 3. Michael Tyler (Yam).
80 OPEN: 1. Eddie Vreeland (Yam); 2. Kit Vick (Yam); 3. Tommy Collier (Yam).
MINIS: 1. Eddie Vreeland (Yam); 2. Richie Hull (Yam); 3. Kit Vick (Yam).
125 NOV: 1. Daryl Austin (Yam); 2. Loyd Clayton; 3. Jeffrey Arnold (Kaw).
125 INT: 1. Jerry LeBlanc (Suz); 2. Ken Fox (Kaw); 3. Rob Neigheiser.
250 nov: 1. Eddie Jones (Hon); 2. Jay Heichelbeim (Hon); 3. Craig Helmore.
250/OPEN INT: 1. Ron Susman; 2. Tommy Hudson; 3. Robert Groover.
OVER 30: 1. David Hubbard; 2. Randy Blackwell; 3. T.D. Smith (Hus).
EX: 1. Kyle Landrum (Kaw); 2. Dan Conway (Kaw); 3. Rickey Glaser (Yam).
3-WHEELER: 1. Mike Pool; 2. Jack Jones; 3. Matt Reister.

Pickard slithers to third straight at Scottsville enduro

By Denman Shaffer

SCOTTSVILLE, TX, FEB. 21

KTM rider Bobby Pickard stretched his hot streak to three overalls in a row by taking the top honors at the Scottsville Enduro Club's grueling event. Pickard dropped 31 points to edge Suzuki rider Gene Kyson, who dropped 38 points aboard a PE175.

The Texas State Championship Enduro Circuit (TSCEC)-sanctioned run was a severe test of men and machines, as the two-loop, 40-mile course was saturated from several weeks of constant rain. Winding throughout the piney wood hills of east Texas and crossing many creeks, the course eventually became a mud bath. Only 121 out of 351 starters were able to finish, with many of those completing only the 50-mile short course.

Former Supercross rider Pickard is sponsored by Lewisville Cycles in Lewisville, TX, and has claimed the last three TSCEC runs in a row. The KTM people are all smiles about the TSCEC circuit, as fellow Texan Joe Dixon won the first four circuit rides to give KTM a clean sweep of the Texas circuit this year. Dixon was a victim of mud at Scottsville and DNF.

Oveall A winner Gene Kyson led a contingent of riders from Shreveport, Louisiana's Dusty Wheels M.C. who scored well. Kyson is the defending Southern Enduro Rdiers Association (SERA) Senior A class champion, scoring seven class wins in 1981. He has made a serious dent in the Texas circuit so far in 1982; competing in the tough 200cc A class, Kyson has three top five finishes in three outings, including two overall A wins.

Results

OVERALL: 1. Bobby Pickard (KTM) 31.
OVERALL A: 1. Gene Kyson (Suz) 38.
OVERALL B: 1. Victor Ostrowski (98).
OVERALL WOMEN: 1. Brenda Pratt (33).
125 A: 1. Jeff Kring (77); 2. Ed Wadley (190).
125 B: 1. Joel DuBose (105); 2. Todd Snider (190); 3. Dave Meers III (195).
200 A: 1. Don Engeling (57); 2. Roy Pool (71); 3. John Boreing (87); 4. Jim McCartney (263).
200 B: 1. Ronnie Dement (119); 2. John Fisher (125); 3. Pat Bowen (127); 4. James Mann (138); 5. Randy Thrasher (141).
200 C: 1. James Franks (19); 2. Randy Rigers (26); 3. Rodney Bartsch (27); 4. Dale Roach (33); 5. Rich Trow (34).
250 A: 1. Mike Goertz (62)); 2. Bill Hite (63); 3. James Willett (101); 4. Bob McKnight (116); 5. Art Martin (129).
250 B: 1. Pat McGraw (105); 2. Denman Shaffer (111); 3. Don Klinker (127); 4. Frank Hinds (141); 5. Robert Poche (154).
OPEN A: 1. Doug Yule (61); 2. Charles Campbell (156); 3. Doug Lee (193).
OPEN B: 1. Phillip Pierce (100); 2. Randy Kleam (100); 3. Bob Clark (105); 4. Chris Funk (110); 5. Mike Strickland (127).
OPEN C: 1. Alan Collins (25); 2. Mark Faries (28); 3. Charles Grimes (40); 4. Bob Barnes (49).
WOMEN A: 1. Anita Jones; 2. Linda Engeling; 3. Joan Webster.
SR: 1. Will Hendrix (83); 2. Richie Gardner (127); 3. Allen Tuell (159).
SUPER SR: 1. Ray Rogers (49).

Poovey wins Ross Downs ST opener

By Bob Bagwell

COLLEYVILLE, TX, FEB. 21

Fast moving Terry Poovey, fresh from his expolits at the Houston Astrodome, put on a show for everyone by winning everything he entered tonight at the Ross Downs short track. Terry says he was just practicing. If that was practice, I sure would hate to ride against him when he got plumb serious.

Amateur short trackers Tracy Polson, Jason Festivan, Tobby Jordon, and Chuck Beuch all were victorious in their heat and main events. Pro rider Charlie Orr swept everyone in the 500-750cc main.

The regular Saturday night short track and motocross racing season starts April 3 and continues through September.

(Continued to page 50)

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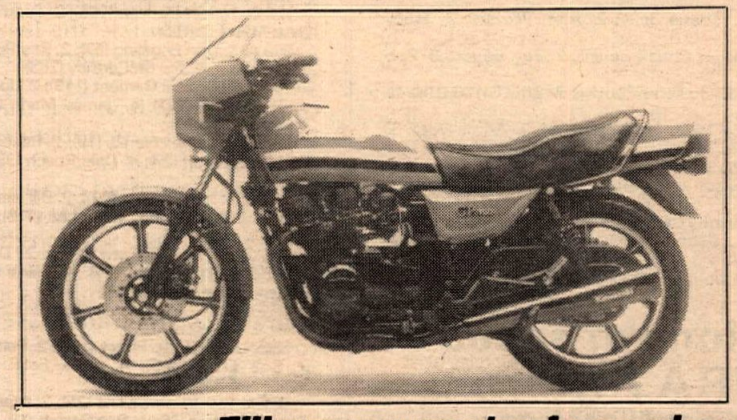

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Central Pipeline

Doug Polen smoked the A Superbike Experts at Texas World Speedway.

(Continued from page 48)

Results

SHORT TRACK
60: 1. Tracy Polson; 2. Jason Festivan; 3. Tobby Jordan.
80: 1. Tracy Polson; 2. Jason Festivan; 3. Mike Hall.
125: 1. Shane Jolly; 2. Alan Powers; 3. Tracy Polson.
250 AM: 1. Chuck Beuch; 2. Ben Beuch; 3. Bob Tryon.
250 PRO: 1. Terry Poovey; 2. Billy Orr; 3. Duane Duval.
500-750 PRO: 1. Charlie Orr; 2. Andy West; 3. Odel Davis.
MOTOCROSS
60: 1. Jason Festivan; 2. Kelly Stephens; 3. Tobby Jordan.
80: 1. Ronny Camp; 2. Rick Argeris; 3. D.L. Wood.
125: 1. John Atkins; 2. Mark Daniel; 3. Joe Robertson.
250: 1. James Renfroe; 2. Gary Sage; 3. Doug Phillips.

Visions of speed at WERA RR

By James Nicholson

COLLEGE STATION, TX, FEB. 21 Texas World Speedway was the site of perfect road racing weather despite forcasts of drizzles earlier in the week. Some riders came only to utilize practice to make last minute changes for Daytona while others showed up for some serious racing.

First class of the day was the comical pit bike race with everything from a Honda QA50 to an ATC70 which, by the way, did not come in last. The most novel was an ancient 1968 100cc Yamaha short tracker owned and raced by the "Old Grey Fox," Joe Fisher.

As more serious racing got underway, the A Production Open class was won by Ronnie Lundsford, who later in the day finished second Expert behind Doug Polen in A Superbike.

The next few races raised a lot of talk with the introduction of Yamaha's new water-cooled, V-twin 550 Vision. Bill Kasson, owner of Bill Kasson Yamaha in Austin, raced his shop "demo" and took home two second Novice awards. When asked how he felt about the 550, he glanced at his trophies and said, "Thank you so much."

Vernon Davis, an employee of Kasson's. led the C Superbike class right up to the last straight when he was drafted and passed by Charles Brothers, who won by only inches.

The A Superbike class was the last race and definitely the fastest of the day. Doug Polen, racing for D & D Enterprises in Ft. Worth, took a commanding lead off the starting line and was unchallenged for the duration of the race. Doug is well known in pro road racing as he finished fourth at the Daytona Superbike races last year, right behind Freddie Spencer, Eddie Lawson and Mike Spencer. Doug is obviously ready for Daytona and was even heard to say he had "too much power" for Texas World.

The races were run smoothly and effiently by the WERA club and corner workers were volunteeers from the Texas A & M Motorcycle club. •

Results

A PROD NOV: 1. Tryg Westby (Hon); 2. Alfred Bernard (Hon); 3. Vernon Davis (Yam).
A PROD EX: 1. Ronnie Lundsford (Hon); 2. Bob Retoff (Hon); 3. Dave Kirts (Suz).
B PROD NOV: 1. Alfred Bernord (Hon).
B PROD EX: 1. Bob Retoff (Suz); 2. Dave Kirts (Suz); 3. Greg Theode (Suz).
C PROD NOV: 1. Chet Perkins (Yam); 2. Bill Kasson (Yam); 3. Mark Gerow (Yam).
C PROD EX: 1. Joe Fisher (Yam); 2. Charles Brothers (Yam); 3. George Peckham (Kaw).
D PROD NOV: 1. John Pety (Yam); 2. Barry Thornhill (Hon); 3. Paul Lanmon (Yam).
D PROD EX: 1. David Roth (Yam); 2. John Gambill (Yam).
E SUPERBIKE EX: 1. Chris Fox (Yam); 2. Roger Edmonson (MM).
E PROD EX: 1. Roger Edmonson (MM).
A SUPERBIKE EX: 1. Doug Polen (Hon); 2. Ronnie Lundsford (Hon); 3. Glenn Heintschel (Kaw).
A SUPERBIKE NOV: 1. Michael Plain (Suz); 2. Davy Fields (Hon); 3. Todd Jett (Hon).
B SUPERBIKE EX: 1. Matt Maschmann (Hon); 2. Bob Retoff (Suz); 3. Dave Kirts (Hon).
B SUPERBIKE NOV: 1. Alfred Bernord (Hon); 2. Michael Plain (Suz); 3. James Schindler (Hon).
C SUPERBIKE NOV: 1. Chet Perkins (Yam); 2. Bill Kasson (Yam); 3. Mark Gerow (Yam).
C SUPERBIKE EX: 1. Charles Brothers (Yam); 2. Vernon Davis (Yam); 3. George Peckham (Kaw).
D SUPERBIKE NOV: 1. John Pety (Yam); 2. Lonnie Doyle (Yam).
D SUPERBIKE EX: .1. Chris Fox (Yam); 2. John Gambill (Yam).
F—1 NOV: 1. Larry Shaw (Hon).
F—1 EX: 1. Martin West (Kaw); 2. Ronnie Lundsford (Hon); 3. Matt Maschmann (Hon).
F-2 NOV: 1. Tryg Westby (Hon); 2. Davy Fields (Hon); 3. Roy Thomas.
F-2 EX: I. Bob Sellers (Kaw).
F-3 NOV: I. Larry Shaw (Hon).

RESULTS

Stone Mountain National Enduro
West Armuchee, GA
Feb. 28, 1982

OVERALL	
Terry Cunningham	Hus/10
Drew Smith	Kaw/13
Fritz Kadlec	Kaw/15
Mike Melton	Hus/16
K. Hines	16
Ron Ribolzi	Hus/17
Darryl Kuenzer	KTM/17
Kevin Brown	Hus/17
Wayne Beaty	Hus/18
John Martin	C-A/18
John Fero	Suz/19
Jack Penton	Kaw/19
Rod Bush	KTM/20
Mike Keen	Hus/20
Dick Burleson	Hus/20
Bill Berroth	KTM/20
Tom Buckles	KTM/21
Mark Hyde	Hus/21
Darryl Moody	22
Kevin Smith	22
125 A	
R. Brazier	KTM
M. Hosbach	Hus
200 A	
S. Paulk	Yam
R. Kline	Yam
R. LaMastus	SWM
D. Higgins	Yam
250 A	
Kevin Brown	Hus/17
Kevin Smith	22
D. Dutson	
G. Scherer	
Jimmy Garmon	Hus
OPEN A	
Wayne Beaty	Hus/18
Mike Keen	Hus/20
Tom Buckles	KTM/21
Darryl Moody	22
Danny Schuler	
OVERALL B	
M. Holbrook	19
125 B	
F. Veator	Hon/31
M. Taylor	KTM/36
E. Schmidt	38
200 B	
M. Williams	34
Ben Cheatwood	Hon/39
E. Salyer	40
M. McRee	Hon/43
S. Carlton	46
250 B	
S. Mize	30
G. Burch	Hus/30
K. Maxwell	30
K. Painter	Mai/32
C. Roos	KTM/33
OPEN B	
W. Wilson	Hus
J. Cousins	33
R. Corn	37
L. Henning	37
S. Maxwell	41
D. Harland	43

TCCRA Race 1001
Flying P
Weatherford, TX
Feb. 28, 1982
By Christine Estes

OPEN AM
Gary Mason
Larry Gill
Robert Walls
Mike Moore
Brandt Lucido
250 AM
John Hejny
Lennis Faulk
Ken Chester
Herb Ragsdale
Bob Thatcher
200 AM
Richard Shirley
Joe Cross
Terry Bradshaw
Gary Gaedner
George Owen
125 AM
Mike Bruce
Greg Mulholland
Darrell Lamance
Tom Ehmke
Glen Hejny
OVER 40 AM
Norman Delamar
Bill Fleming
Chuck Matheny
Glen Waters
Ken Johnson
OVER 30 AM
Jim Wright
350 Pierce
John Kirby
Dennis Pannell
Mike Thompson
MINI SR
D.L. Wood
Troy Delamar
Brent Shaw
Kyle Gallagher
Doug Matheny
MINI JR
Terry Taylor
Michael Davis
Doug Faulk
Jeff Willbanks
Eddie Catbirth
PRO
Dana Wright
Bruce Hallmark
Steve Mulholland
Bill Smith
Dennis Goodson
OPEN EX
Matt Bracken
Randy White
Phill Oliver
David Catlett
Roger Duescher
250 EX
Tod Myers
Keith Richardson
Jerry Jones
Dale Kidd
Bruce Reasoner
200 EX
Mike Connell
Cole Knight
Ken Watkins
David Price
Jerry Walker
125 EX
Glenn Bayett
Steve Starnes
Matt Smith
Dave Muckey
Gerald Flippin
OVER 30 EX
Jeff Kring
John Paynter
Mike Peterson
Ron Moore
Mike Eads
OVER 30 INT
Randy Smith
J.C. Morris
Richard Faulk
Les Stults
David Folmar
PP
Lou Linda Bivins
Chris Fleming
Marsha Wilbanks

Hot-Line Short Track
Hills Ferry Speedway
Newman, CA
Feb. 7, 1982
By Ken Birchfield

80-100 NOV/JR
Michael McDonnell
Steven Raymond
80 EX
Winkie Freitas
Stephen Mayfield
Kelly Fischer
Danny Cahoon
100 EX
Winkie Freitas
Ronnie Hayes
250 NOV
Kurt Chandler
Craig Johnson
250 JR
Larry Staggs
Albert Rudy
250 EX
Bruce Johnson
P.J. Sanchez
Aaron Hill
Chris Roehlk
500 JR
Kelly Bennett
John Lamont
500 EX
David Boyles
Robert Hugill
Chris Roehlk
Mike Hayward

Motocross
Sand Hill Ranch
Brentwood, CA
Feb. 21, 1982
By Jeri Hopper

125 EX	
Michael Preston	Suz
Dana Waxham	Suz
Michael Whalen	Yam
Spoof Rena	Hon
Scott Castaneda	Suz
125 INT	
Steve Nawman	Hon
David Montgomery	Yam
Will Akers	Yam
Chris Heyman	Hon
Steve Chet Panovich	Hon
125 JR DIV 1	
Todd Mitchell	Yam
S. Cummings	
Bob Blase	
Raymond Frutos	Suz
Rick Price	
F. Rogges	
125 JR DIV 2	
R. Verlin	Suz
R. Gensel	Yam
R. Konschak	Yam
R. Gramm	Yam
N. DeBella	Suz
OT EX	
Don Swearinger	Yam
OT INT	
Bob Collins	Mai
OT JR	
Graig Bostard	Suz
Dave Milani	Mai
80 EX	
Phillip Saldwar	Yam
80 INT	
Kevin Brown	Yam
80 JR	
Jerry Ray	Kaw
Robby Hermaneh	Yam
Terry Bostard	Yam
250 EX	
Dana Waxham	Suz
Doug McRae	Yam
Larry Coleman	Hus
Tom McKenney	Kaw
John Beeman	Hon
Chuck Askland	Yam
Gary Johnson	Yam
Danny Dobbins	Hon
VET EX	
Peter Dill	Mai
VET INT	
Steve Bevelaqua	Yam
VET JR	
Gary Estes	Suz
Collins Melm	KTM
250 INT	
George Hopper	Yam
Jeff Verlin	Suz
Michael Ornellas	Hon
Greg Pennington	Hon
250 JR	
Phillip Debier	Hon
Randy Canale	Hon
Robert Milani	Yam
Tom Macklin	Suz
Al Rolls	Yam
Jim Rhea	Yam
Mark Pleinis	
OPEN JR	
Jim Yunker	Suz
Bob Roberts	Hon
Scott Baker	
Paul Montgomery	Hus
Jim Allnutt	Suz
Scott Kinsmen	Hon
OPEN EX	
Dave Mythen	Mai
Wayne Archer	Yam
K. Berry	Mai
OPEN INT	
Duane Turner	Yam

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

FULLERTON YAMAHA

YZ80T $699.00* Yamaha '82

'81 Honda CR125 $799.00* 6812

★ '80 IT125G $799.00* 0006
★ '81 IT175H $1199.00 4886
★ '81 IT250H $1299.00* 0476
★ '81 IT465H $1399.00* 1247
★ '82 YZ250J $1725.00* 6537
★ '82 YZ490J $1867.00* 7080

'81 Liquid Cooled* RD350 $SAVE$ 1220
'79 Yamaha 3995 Daytona Cherry $SAVE$

400 + New Yamaha's
& Used Honda's, Kawasaki's, Suzuki's

LOW LOW PAYMENTS

'77 Kawasaki KZ1000 $SAVE$ * 5870
Suzuki '80 PE400 $999.00* 1024

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Excellent Financing
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*Used Motorcycle

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Fullerton, CA 92633 870-9720

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CHENGSHIN 460-18 METZ. COPY $31.95
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510-18 K-88HT $62.00
K-291S DUNLOP SPORT ELITES
120/80-18 $65.00
130/80-17 $69.00
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ATC 250 R PERFORMANCE SYSTEM TRICKEST POWER SYSTEM AVAILABLE INCLUDES PORTING & POLISHING PIPE 34 MM CARB. POWER BOOSTER $395.00

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VISA/ MASTERCHARGE 6% TX CA RESIDENT
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Stadium Motorsports Corporation
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All Makes & Models

11th Annual NMA

YAMAHA WORLD MINI GRAND PRIX

featuring YAMAHA race of champions

WORLD CHAMPIONSHIP MINICYCLE MOTOCROSS

APRIL 16-17-18, '82

SADDLEBACK PARK ORANGE, CALIF

SO-CAL RACING FUEL CO. BEL-RAY ND BELL HELMETS IRC DG CYCLE-AM

NMA RIDER & BIKE CLASSES

	Age Groups	Rider Classification	Bike cc	Limit & Classes
PEE WEES	Thru 8 yrs	Open	0-61cc	Stk. & Mod.
JR. CYCLES	6 to 8 yrs	Open	0-61cc	Stk. & Mod.
	9 to 11 yrs	Nov. & Inter.	0-61cc	Stk. & Mod.
MINICYCLES	Thru 11 yrs	Nov. & Inter.	0-83cc	Stk. & Mod.
	12 to 16 yrs	Nov., Int., Exp.	0-83cc	Stk. & Mod.
	9 to 11 yrs	Open	0-105cc	Mod.
	12 to 16 yrs	Open	0-105cc	Mod.
MOTORCYCLES	Thru 15 yrs	Schoolboy Jr.	100cc	Stk. & Mod.
	16 to 18 yrs	Schoolboy Sr.	100cc	Stk. & Mod.
	Thru 21 yrs	Nov., Int., Exp.	125cc	Stk. & Mod.
	Thru 21 yrs	Nov., Int., Exp.	125cc	Mod.

30% WORLD CHAMPIONSHIP TROPHIES

CALL OR WRITE FOR ENTRY FORMS

NMA, P. O. Box 46, Norwalk, Ca. 90650
(213) 868-8112

MAR. 19

INTER-SHOWS

P.O. Box 2910 • Mission Viejo, California 92690

INDOOR MOTORCYCLE SWAP MEET

Friday — March 19, 1982

FUTURE DATE: APRIL 16

6:00 P.M. • 10:00 P.M.

ORANGE COUNTY FAIRGROUNDS • COSTA MESA

24 HOUR INFORMATION CALL (714) 498-9226

You'll see it first in Cycle News

RACE
WILLOW SPRINGS
MARCH 21st

Practice
March 20th
All classes will run.

Overnight Camping Available.
Join us for the fun Saturday evening

American Road Racing Association
220 WEST CARRILLO STREET, #3
SANTA BARBARA, CALIF. 93101
(805) 966-5700

O.C.I.R. MX

Thurs. Nites Opening April 1st

SRA Schedule

Mar. 28 — PERRIS RACEWAY
ATC — Odyssey Races Saturday Night
Apr. 25 — SADDLEBACK G.P.
(714) 828-1358

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

4/3	TT/Gardena, CA
4/17	M/Sacramento, CA
5/2	M/San Jose, CA
5/8	H-M/Gardena, CA
5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28-29	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

3/19-20	Houston, TX
4/24-25	Pontiac, MI
5/8	Kansas City, MO
7/17	Los Angeles, CA
TBA	San Diego, CA

AMA National Motocross Series

3/28	Sacramento, CA/125-250
4/4	Orange, CA/125-250
4/18	Lake Whitney, TX/125-250
5/2	St. Petersburg, FL/125-250
5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

AMA Superbike Road Race Series

3/14	Talladega, AL (Pro-Am)
4/18	Riverside, CA
5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA/Budweiser Grand Prix Endurance Road Race Series

4/17-18	Riverside, CA
5/15-16	Sonoma, CA
7/17-18	Seattle, WA
7/31-8/1	Lexington, OH
8/14-15	Elkhart Lake, WI
10/9-10*	College Station, TX

* Tentative

AMA National Enduro Schedule

Eastern Region

5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

4/25	Sterling, IL
8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

Western Region

5/2	Crescent City, CA
5/9	Alamo, CA
5/16	Redding, CA

AMA One-Day Qualifier Series

3/14	Post, TX
3/28	Tellico Plains, TN
4/4	Maplesville, AL
4/18	Athens, OH
5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedules

AMA/Dragbike!

4/18	Palmdale, CA
4/24-25	Jackson, TN
5/15-16	Fremont, CA
6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
7/10-11	Rockford, IL
7/17-18	E. Irvine, CA
7/31-8/1	St. Louis, MO
8/TBA	Belle Fousche, SD
9/4-5	Syracuse, NY
9/11-12	Columbus, OH
9/25-26	Commerce, GA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

4/10-11	Gulfport, MS
5/15-16	TBA
6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

3/13-14*	Gainesville, FL
4/24-25**	Atlanta, GA
5/1-2	Gainesville, FL
5/22-23	Epping, NH
5/29-30*	Baton Rouge, LA
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18***	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Fremont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

* Pro Stk. only
** Top Fuel only
*** Fun. Bike only

SCORE/Pernod Race Schedule

3/26-28	San Felipe 250 San Felipe, Baja California, Mexico
6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

World Championship Road Race Series

3/28	Argentina
5/2	Austria
5/9	France
5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

5/16	Italy
6/13	Germany
6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series

125cc

3/28	Holland
4/4	Belgium
4/25	Austria
5/2	Italy
5/9	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

4/18	Switzerland
4/25	Spain
5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

4/25	France
5/2	Holland
5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

4/4	Italy
4/18	France
5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team White City, England
8/28	Individual LOS ANGELES, CA
12/11	Pairs Liverpool, Australia

Other Major U.S. Events

10/31	The Superbikers Carlsbad, CA

Other Major Events Abroad

3/13-14	Individual Ice Racing World Final Germany
6/5-11	Isle of Man TT Isle of Man
7/4	Vila Real TT Portugal
8/21	Ulster GP & TT Ireland
9/5	Trophee des Nations Germany
9/12	Motocross des Nations Switzerland
9/19	Coupe des Nations Italy
9/19	World Long Track Championship Korskro, Denmark
9/20-25	ISDE Povaska Bystrica, Czechoslovakia

National Road Runs

5/28-30	National Championship Field Meet Great Bend, IN
9/4-5	National Championship Poker Run Binghampton, NY
9/11-12	Eastern Championship Timed Road Run Hazlet, NJ
TBA	Western Championship Timed Road Run Open

11/27 Cycle News Barstow to Vegas Poker Run
Barstow, CA — Las Vegas, NV

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1¼ mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento, Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50 S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

ROSS DOWNS NIGHT MOTOCROSS & SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas — take 114 past DFW Airport, left on Hwy. 26 3 mi.; from Ft. Worth — take 820 to Hwy. 26, E 5 mi. 50-Open Am., trophies. 250/500-750cc Pros, 100% p.b. w/$100 min. if 6 or more entries. Gates open 4 p.m., prac. 6, race 8:30. Entry $8, Ex. $15, gate $5, 6-12 $3, under 6 free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Fery St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Racers, Inc. Info 213/672-1814.

March 13

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, take Theodore off-ramp. All classes inc. ATC/Ody, 30-min. motos. Sign up 7:30 a.m., prac. 8:30, race 9:30. Info 714/653-8068.

D-36 SHORT TRACK
Bolado Park, Hollister, CA [illegible] & Sptsmn.-500cc, Sptsmn [illegible] Semi-pro class only. Gates [illegible] 5:30 p.m., prac. 6:30. [illegible] 10, Semi-pro $15 ($11 p.b.). Monterey Bay Rams M.C. Info 408/394-8225 (Robert Rosa). CHANGED TO MONTEREY

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

ARGYLL MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, bonus trophies, 100% Pro p.b. Parts in the Pits, concessions. 20-min. motos for Nov./Vet/OT, 30-min. for Jr./Ex. Gates close midnight, open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5 park fee, watch $4, 6-12 $1, under 6 free. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell)

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

CMC HURON SWEEPSTAKES MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Hron & track. All classes inc. 3-wheelers/OT/V…s, 125% Pro p.b., 30% trophies, sweepstakes races, add'l. 3 ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, gates $4. Info 209/945-2664 (Rick Worth). ON 3/7

RACE OF AZ SHORT TRACK & TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. Nov.-Ex. + ATC 125/200/Open/Mod., 33% trophies, 65% Ex. p.b. Gates open 9:30 a.m., prac. 10:30, race noon. Entry $10, Ex. $14, gate $4. Info 602/843-1124, 993-9236, 938-2618.

March 14

NMA/KAWASAKI WINTER NATIONALS
Arroyo Cycle Park, San Bernardino, CA. 50-250cc, minis through 16, motorcycles through 21. 30% trophies, p.b. to Pros. Memb. req. Gates open 6:30 a.m., prac. 8, race 9:30. For entries & info call 213/868-8112.

AMA ONE-DAY RELIABILITY TRIAL
Post, TX. 40 mi. SE of Lubbock on U-Lazy-S Ranch, 6 mi. S of town on FM Hwy. 669. Two 35-mi. loops; A/B/Intent ride ea. loop twice, C ride 3 loops. Mostly open fast trail + special tests. 2 gas stops abt. ½ mi. apart. Working lights/spark arrestors/3 # plates req. Impound 2-8 p.m. Sat., riders mtg. 6 p.m. Entry $25, must be postmarked by 3/7. Post Enduro Assn., Inc. Info 806/793-2551 (days), 794-4644 (nights, George McMahan).

D-36 PUBIC HARE SCRAMBLES
Hollister Hills ORV Park, Hollister, CA. 125/250/Open/Vet/OT, finisher pins, trophies. O/N camping. Spark arrestors req. Sign up 7:30 a.m.-12:30 p.m., Am/Ex. race 9:30-noon, Nov. race 1-3:30. Entry $16. Los Gatos M.C. Info 408/264-9057 (Larry Garcia).

MABTON MOTOCROSS
Mabton Dunes MX, Mabton, WA. 2 mi. W of town on Hwy. 22. All classes, 30% trophies, 100% Pro p.b. Track is sandy & rough, no rocks. Gates open 7 a.m., prac. 9-10. Entry $10, Pros $15, gate $2, 12 & under $1. Squisher Racing. Info 509/837-8203 (Pat Jaquish).

CRC BOBCAT FAMILY ENDURO
Red Mountain, CA. Two 35-mi. loops, only Women/Minis/C-16 go one loop. CRC pts., finisher pins, 20% trophies. Start 8 a.m. Info 714/689-6114 (days).

ATA TRIALS SCHOOL
Lake Morena, CA. I-5 S to 805 S to 8 E past Alpine, exit Buckman Springs Rd. (S1), turn rt., follow signs. Free school, USFS spark arrestors req., free camping. Fun trial for all classes will follow school. Start 9:30 a.m. San Diego Trials Riders. Info 714/449-5415 (Anthony), 276-9349 (Kay).

CYCLELAND MARATHON
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Gage Shippee Rd. All classes inc. PP/OT/Ody/3-wheeler, 20% trophies. dbl. trophies for 2-man teams. Track approx. 2 mi., open trac., no prac./pit riding/rider insur. Clear #s on helmet must match bike #s. 1st sign up 7-8:15 a.m., 1st race 8:30-10. Entry $10, Watch $3.50, under 6 $1. Moural Associates. Info 916/342-4216, 0063.

D-36 MOTOCROSS
Redding Municipal Airport, Redding, CA. I-5 to town, E on U.S 44, rt. on Airport Rd., left on Rancho, rt. on Old Oregon Track Rd. All classes. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5, watch $4. Moto One, Inc. Info 916/221-3118, 243-4500 (Bud Fleming).

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-3599 (Mike Kidd).

OLD TIMERS MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All OT classes, 30% trophies, 2 long motos. Memb. open, must be 40+ to join. Gates open 7 a.m., prac. 8, race 9. Entry $10. OT MX Assn. Info 714/968-8775 (Dick Frampton, pres.).

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2nd of 3-race series, $4000 Am. prizes, 100% Ex. p.b. All D-37 classes. Gates open 7:30 a.m., race 9:30. Entry $14, Pros $20. Info 714/245-7339.

SAND HILL MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 200/250/Open classes, 1½-hr. races. Gates open 7 a.m., sign up 8, race 10-11:30. Entry $14, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

D-36 JAMMERS JAMBOREE MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from town, S on Prairie City Rd., Rt. on White Rock Rd., 1.5 mi. to park entrance on left, Blue Oak track. All classes inc. Women, championship pts. to Ex. AMA & D-36 rules, cards req. (avail. @ track). No pit riding/bicycles. Free O/N parking. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15, Ex. $15 + $5, watch $4, 6-12 $1. Sacramento Jammers M.C. Info 916/961-3083, 392-6153, 967-3949.

MMA MOTORCYCLE SWAP MEET
Cow Palace, San Francisco, CA. Live band, food, drinks. 10x10 space $20, 2/$35, gen. admission $3.50. Open 8 a.m. to sellers, 11 gen. adm., close 4:30 p.m. No pets or guns allowed. MMA Special Events Division, P.O. Box 1576, Pacifica, CA. 94044.

D-37 HARE & HOUND
Johnson Valley, Anderson Dry Lake,

YAMAHA
CRC GRAN PRIX AT INDIAN DUNES (PLUS SPECIAL TEAM RACE)
MAGIC MTN CRC 82 GRAN PRIX YAMAHA
Southern California YAMAHA Dealers Association
MARCH 21, 1982
PRO & SPORTSMEN REGISTRATION FEE:
MAIL $20.00 | POST $25.00
MEMBERSHIP REQUIRED
INCLUDES:
- $1,000 Pro-Purse
- 20% Trophies
- Magic Mountain Finisher Pin
- Magic Mountain G.P. Hat
- $12.00 YAMAHA allowance certificate**
- Admission to Magic Mountain for a full day of unlimited rides.

Includes a full day of unlimited rides, shows and adventures including ROARING RAPIDS. Tickets not available at gate. Use order form below or purchase at Indian Dunes day of Gran Prix.
We will pay you $29.90 to race!*
Additional Ticket to Magic Mountain! SAVE $4.00
$6.95
Regularly $10.95 Gen. Adm.
SPECIAL CHILDREN'S DISCOUNT TICKET FOR CHILDREN UNDER 48 INCHES (4 FT.) IN HEIGHT AVAILABLE AT MAIN GATE FOR $5.95. ALL OTHER TICKETS MUST BE PURCHASED IN ADVANCE. CHILDREN AGE 2 AND UNDER ADMITTED FREE.
INFO: (213) 830-7519
*Based on value of Magic Mountain admission, YAMAHA allowance certificate, and G.P. Hat.
**$12.00 allowance on a minimum $30.00 purchase at participating YAMAHA dealers.
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INDIAN DUNES

AMA SANCTIONED D-37 Presents The HI-POINT RACING
Winternationals of Motocross $4000 AMATEUR PRIZES
SPECTRO, White Bros, Dirt Bike Motocross, Preston Petty Products, SCOTT USA, Russ Darnell Motocross Schools, HI-POINT RACING
100% PAYBACK TO EXPERTS
Entry: $14 Amateur; $20 Expert — 5 Riders make a class
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SUNRISE Sun March 14 Info: (714) 245-7339
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Featuring — White Bros Vet Expert Race & Women Expert Race

CRC RACE SCHEDULE
Mar. 14 — MOTOCROSS Saddleback
Mar. 21—GRAND PRIX Magic Mountain G.P.
Mar. 28 — MOTOCROSS Saddleback
New! 4 Stroke Class at all CRC Events
CRC Membership Required (213) 830-7519

R.A.C.E. SCHEDULE

FRI	MAR. 12	MOTOCROSS	Corona
SAT	MAR. 13	FT, ½ MI, ¼ MI	Corona
FRI	MAR. 19	MOTOCROSS	Corona
SAT	MAR. 20	ODYS, 3 WHLRS	Corona
FRI	MAR. 26	MOTOCROSS	Corona
SAT	MAR. 27	FT, ¼ MI, ½ MI	Corona

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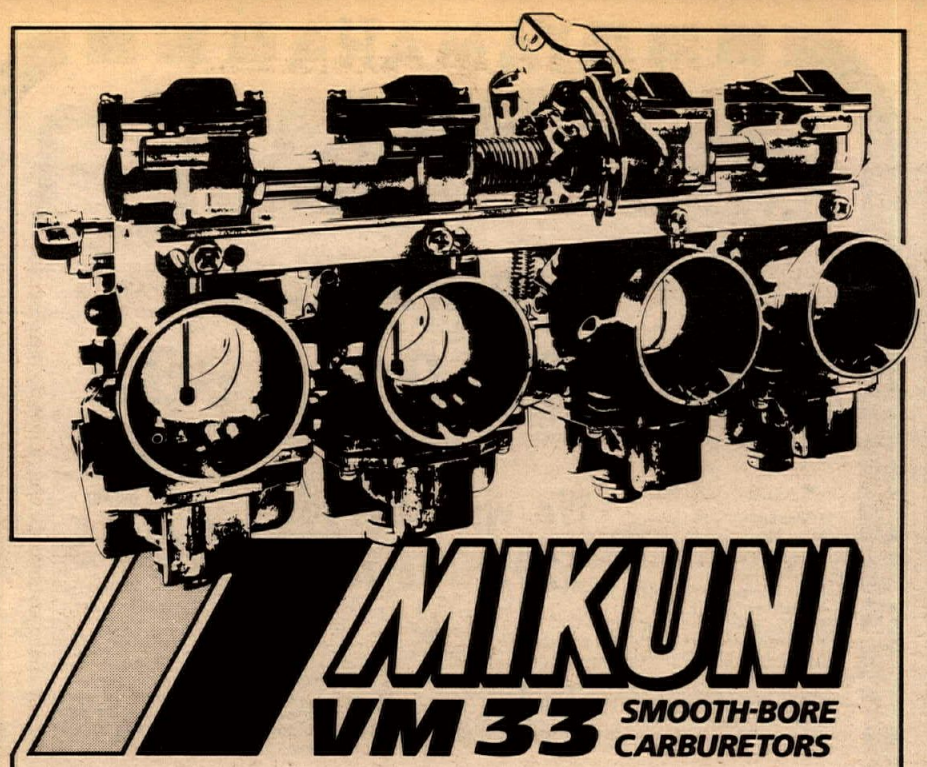
DISTRICT CLASSES
80, 125, 250, 500 and OPEN
plus DESERT, SIDEHACK & SPORTSMAN
ALL TRACTION
SILENCERS MANDATORY
4 RIDERS MINIMUM TO MAKE A CLASS
ENTRY FEES
DISTRICT RIDERS...... $ 8.00 ONE CLASS
$ 7.00 SECOND CLASS
SPORTSMAN ("PIE PLATE"). $11.00/CLASS
250 & OPEN MONEY $15/class
Gate Prices
SPECTATORS
14 & OLDER........ $ 4.00
6 — 13........ $ 3.00
UNDER 6........ FREE
Riders & Bike
MINIS........ $ 5.00
MOTORCYCLES........ $ 6.00
GATES OPEN........ 7 AM
SIGN-UPS........ 7:30-9:00 AM
PRACTICE........ 9:00 — 10:00 AM
RACE........ 10:30 AM
INFO 714/771-3809



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- plus, 31mm dia. adapters for the popular "Superbikes"

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SUZUKI GS1100	VM 33-A9
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KAWASAKI KZ1000	VM 33-A14
KZ1100	
YAMAHA XS1100	VM 33-A19
SUZUKI GS 850	

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G.P. Motorcycle Racing
Sunday March 28
Overnight Camping Welcome

Open 7 Days 714-558-1584
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CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Mar. 14-28 INDIAN DUNES
Mar. 21 SPROCKETS PARK
AME P.O. BOX 1421, RESEDA (213) 881-5778

CA. All classes, two 40-mi. loops (tough but fun). Start 9 a.m. Entry $15. Invaders M.C. Info 714/524-1205 ext. 255 (Joe Turnbaugh).

KMSA MARCH HARE SCRAMBLES
Wichita Jeeps M.C., Wichita, KS. I-135 exit 19, 7 mi. N of town @ 101 St. & Broadway. All classes inc. PP/Old Man/Street Legal /3-wheelers, 40% trophies, 100% rider fee. Gates open 10 a.m., 1st race noon. Entry $6, gate $3.50. Info 316/744-2838 (Syd Schofield).

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classses. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

CANYON MOTOCROSS
Canyon Raceway, 99th Ave. & Carefree Hwy., Phoenix, AZ. Carefree Hwy. 8½ mi. W of I-17. Pee Wee-Open + OT, possible 4-stroke class, 33% trophies through 5th, 100% Ex. p.b. (33% of class through 5th). Gates open 7 a.m., prac. 9. Entry $10, Pee Wee $7, Ex. $14, gate $4, under 12 $2, bike fee $5 (deducted @ sign up). AMA sanc. Info 602/583-0575 (Tom Timmons), 795-2238 (Ron Keyes).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 80% Pee Wee trophies. Entry $9, Pros $13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups (45/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

AME MOTOCROSS
Indian Dunes, Valencia, CA. New stadium MX, $1500 purse, 50% trophies, triple pts. No pit riding. '82 lic. avail. Gates open 7 a.m., prac. 8, race 9. Mail Entry $15, post $25. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

COYOTE LOCO MOTOCROSS
Esenada, Baja California, Mexico. S on I-5 or I-805 to Tijuana, take toll rd. towards Ensenada, off @ La Fonda/La Mission exit, left 15 mi., left on gravel rd. to Guadalupe. All classes, 30% trophies, 200% Pro p.b. Gates open 8 a.m., prac. 8:30, race 11. Entry $10, Pros $15. Southbay Yamaha. Info 714/429-9287 (after 2 p.m., Ray or Larry).

D-36 MOTOCROSS
Calder Cycle Park, Winnemucca, NV. 2 mi. W of town on Old Hwy. 40. All classes inc. Vet/OT. Part of Spring Series, o/a brass & rider giveaway 4/11 @ Ironhorse Casino. Gates open 7-8 a.m., prac. 8-9, race 9:30. Entry $15, Semi-pro $15 + $5, watch $3. Flying Ws M.C. Info 702/623-3577 (Bob Cavakis), 3588 (Bill Hornbarger).

REDDING SEMI-PRO MOTOCROSS
Redding, CA. E of Redding Municipal Airport, I-5 to town E on Hwy. 44, rt. on Airport Rd., left on Rancho, rt. on Old Oregon Trail. All classes inc. Vet/OT, 100% Semi-pro p.b. Gates open 6:30 a.m., prac. 7, race 9. Entry $15. Moto One Inc. Info 916/221-3118, 243-4500 (Bob Fleming, Brent Davis).

AFM ROAD RACE
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of Town to Day St. exit, rt. to track. Stk. Prod./Mod. Prod./SS/GP/Sgls./Twins/Sidecars. Gates open 7 a.m., prac. 9, race 12:30 p.m. Entry $30 1st, $15 ea. add'l. Info 714/523-3892 (Harry Bresach).

CANYON MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% trophies, 100% Ex. p.b. New class — OT Jr. for 25-29, no Ex. Gates open 7 a.m., prac. 9. Entry $10, Pee Wee $7, Ex. $14. AMA sanc. Info 602/583-0575, 795-2238.

D-36 MOTOCROSS
Carnegie SVRA, Livermore, CA. From I-5, exit 580 cutoff to corral Hollow Rd., W 5 mi.; from 580 E, exit Grenville Rd., left on Tesla Rd. abt. 12 mi. All new 100% natural terrain track, special Beg. class, 100% Semi-pro p.b. AMA & D-36 cards req., avail. @ track. No rider med. insur. Gates open 6:30 a.m., sign up 7-8:30, race 9. Entry $13, Beg. $10, Ex. $15 + $5, watch $4. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

March 17

CMC STADIUM NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to junction 117, E 5½ mi. to end of Brown Field Airport. All classes inc. 3-wheelers & Ody, 150% Pro p.b. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, watch $4.50, 6-12 $2.50. Info 714/690-6414 (Jerry Vanderwald).

March 19-20

AMA/WRANGLER SUPERCROSS
Astrodome, Houston, TX. Racing starts ea. night @ 8 p.m. Tickets avail. @ Honda dealers, Ticketmaster & Astrodome Box Office. Advance Tickets $7/$8/$10, under 12 half price, race day add $1. Info 713/799-9555.

March 19

CALIFORNIA SUPERBIKE SCHOOL
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of town, rt. at Day St. exit to track. ON 3/12 taught by Keith Code, on GPz550 inc. Fee inc. leathers, helmet, gloves, boots & bike. Advance reservations req. Info 213/484-9323.

INTERSHOWS INDOOR MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Open 6-10 p.m. 1000s of bikes, parts & accessories. 10x10 space $15, 10x15 & prime space $25, m/c for sale section $10. Info 714/498-9226 (24 hr.).

March 20-21

WEEKEND OF CHAMPIONS MOTO—CROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. CMC dbl. pts. All Jr. & Int. race Sat., prac. 8 a.m., race 8:45. Entry $20. All Ex. + Vet/OT race Sun., prac. 8, race 9. Mail entry $35 (must be rec'd. by 3/18), post $40. $1550 Pro purse. Info 415/634-634-3328, 798-5695 (Tom Anderson).

March 20

CALIFORNIA SUPERBIKE SCHOOL
Willow Springs Raceway, Rosamond, CA. Advanced school. Fee inc. leathers, helmet, gloves, boots & GPz550. Advance reservations req. Info 213/484-9323.

D-36 SHORT TRACK
Bolado Park, Hollister, CA. Mini-Open Sptsmn.-500cc, Sptsmn. Pro class only. Gates open 6:30 p.m., prac. 6:30, race 7, race 8, Semi-pro $15 ($11 p.b.). CHANGED TO MONTEREY Monterey Bay Rams M.C. Info 408/394-8225 (Robert Rosa).

WILLAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd S., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pros $10, watch $3, pit pass $4. Willamette Valley Cycle Club. Info 503/753-0566, 472-7523.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, take Theodore off-ramp. All classes inc. ATC/Ody, 30-min. motos. Sign up 7:30 a.m., prac. 8:30, race 9:30. Info 714/653-8068.

D-36 MARATHON
Carnegie SVRA, Livermore, CA. From I-5, exit 580 cutoff to Corral Hollow Rd., W 5 mi.; from 580 E, exit Greenville Rd., left on Tesla Rd. abt. 12 mi. Gates open 10:30 a.m., Minis race 11:30-12:30, 200/250/Open/Vets/OT race 1-3. Entry $12, 2 riders $7 ea., watch $2. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

CIRCUIT RIDERS PIT BBQ & SWAP MEET
Blu-in-park, Ocotillo Wells, CA. 5 mi. E of town on Hwy. 78, San Felipe Bridge. Live music by Circuit Riders, off road & ? swap meet. Start 10 a.m. Sellers $5. To reserve space, contact: Bub Rowland, Star Rt. 640, Borrego Springs, CA 92004.

ARRA OPEN ROAD RACE PRACTICE
Willow Springs Raceway, Rosamond, CA. N on Hwy. 14 to Rosamond/Edwards exit, left 5 mi. to track. Gates open 8 a.m. Entry $40, licensing avail. for 3/21 race. Info 805/966-5700 (Earl Smith).

ARGYLL MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, bonus trophies, 100% Pro p.b. Parts in the Pits, concessions. 20-min. motos for Nov./Vet/OT, 30-min. for Jr./Ex. Gates close midnight, open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5 park fee, watch $4, 6-12 $1, under 6 free. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

March 21

8-HR. CROSS COUNTRY ENDURANCE RACE
Casper, WY. NW of town on U.S. 20/26 to Zero Rd., SW 7.5 mi. & follow signs. 125/200/250/Open/3-wheel, trophies to top 3 ea. class. Loops approx. 25 mi., 2 riders/team. Sign up noon-6 p.m. Sat., 6-7:30 a.m. Sun., riders mtg. 7:30, race 8. Mail entry $30 (deadline 3/10), post $40. Mail entries to: High Plains Drifters M.C., c/o Dennis Scott, 1536 E. 4th St., Casper, WY 82601. Info 307/265-5719 (after 7 p.m., Dennis Scott), 9444 (Eddie Bright).

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. Take Palm exit 7 mi. N of town on Hwy. 15E. Malcolm Smith MX Series, $1500 in MS Prod. gift certificates ea. race day. All classes inc. Vets & ATV. Gates open 7 a.m., prac. 8, race 9:30. Entry $10, Pros $15. No memb. req. Info 714/689-2999, 6114.

D-38 BUSH BUNNY ENDURO & POKER RUN
Plaster City, CA. Near El Centro. Enduro abt. 75 mi., 20% trophies, finisher pins. Poker run abt. 20 mi., $2000 prizes, finisher pins, 1st prize an '82 ATC110. All classes inc. ATVs. Start 8 a.m. Entry $17 enduro, $13 poker run, $22 both, post add $3, mail entry closes 3/14. Bush Eaters M.C., 6343 Boulder Lake Blvd., San Diego, CA 92119. Info 714/275-1823, 463-8848, 489-0228.

D-37 MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. E of Riverside on Hwy. 60, take Theodore off-ramp. Last of 3-race series. All D-37 classes, $4000 Am. prizes, 100% Ex. p.b. Gates open 7 a.m., prac. 8:30, race 9:30. Entry $14, Pros $20. Park open 7 days. Info 714/653-8068.

CRRC ROAD RACE
Oakhill Raceway, Henderson, TX. Take I-20 to I-259 into town. Prod./Mod. Prod./Formula classes, trophies to 3rd. Prac. Sat., race Sun. noon. Entry $20 1st, 2nd-4th class $10, 5th on free. Info 817/497-2158 (Dianne Darley).

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes + Women if enough. Parts in the Pits, concessions. No rider med. insur./pit riding/dogs. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5 park fee, watch $4. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

D-36 MOTOCROSS
"E" St. track, Marysville, CA. Under Hwy. 70/Yuba River Bridge. All classes inc. Vet/OT, rain or shine, sheltered pits, Parts in the Pits, concessions, free camping. No pit riding/riding day bfr. race. Gates open 6 a.m., sign up 6:45, prac. 7:45, race 9. Entry $15, Ex. $5 + $15 to purse, watch $4, 6-12 $1. Marysville Motocross. Info 916/695-2727 (Charlie Sexton), 2088 (Milt Emery).

CARLSBAD AMATEUR MOTOCROSS & TT
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 8 mi. to track. All MX classes inc. OT/Vets/4-stroke/Sidecars; 250/Open TT inc. 125/200/250/Open ATC & Ody. 6 make a class. MXers race on USGP track, TT on Superbikers dirt track. Gates open 6 a.m., prac. 8:30, race 10. Entry $9 AMA memb., $11 non-memb., memb. not req. No Pros. Info 714/749-8597, 661-4189 (Cliff Carr).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

WILLAMETTE VALLEY M.C. POKER RUN
Browns Camp, Glenwood, OR. 5 mi. W of town on Hwy. 6. 60% p.b., hard course cash, easy course trophies, club participation trophy. Sign up 8 a.m., riders mtg. 10. Entry $5. Info 503/642-2417 (Steve Herreid), 760-9032 (Mike Fray).

D-37 TT
Indian Dunes, Valencia, CA. 80-Open inc. Desert/Sidehack/Sptsmn. Sign up 7:30 a.m., prac. 9, race 1:30 p.m. Entry $8 1st, $7 2nd, $11 Sptsmn. Gate $4, 6-13 $3, under 6 free, minis $5, big bikes $6. Lightweights M.C. Info 714/771-3809 (Jerry Ambrose).

CRC MAGIC MOUNTAIN GRAN PRIX
Indian Dunes, Valencia, CA. All classes inc. ATV & OTHG, $1000 Pro purse, 20% trophies, hats, finisher pins, $12 Yamaha allowance certificates, admission to Magic Mtn. 1st race 8 a.m. Mail entry $20, post $25. Memb. req. Mail orders must be postmarked by 3/10. CRC, 24518 Island Ave., Carson, CA 90745. 213/830-7519.

DEER VALLEY MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes inc. 3-wheel, 33% trophies to 5th, 100% Ex. p.b. Food & beer, 250 acres of riding. Sat. prac. from 8-2, watered track. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4. Phoenix Supercross Raceway, Inc. Info 602/867-4769 (John Ohanesian, Roger Jones).

ARRA ROAD RACE
Willow Springs Raceway, Rosamond, CA. N on Hwy. 14 to Rosamond/Edwards exit, left 5 mi. to track. BS/Prod./SS/GP/Vintage & Classics, 250 & 500cc GP money races, trophies to others. Gates open 7 a.m., prac. 8:30, race noon. Post entry $30 1st, $15 ea. add'l., gate $5. Licensing avail. @ track. Info 805/966-5700 (Earl Smith).

March 28

AMA D-36 REGIONAL ENDURO (HI-MOUNTAIN)
Los Padres Nat'l. Forest, CA. Hwy. 101 to Santa Margarita turnoff (8 mi. N of San Luis Obispo), follow signs. 125/200/250/Open, A/B/C + Women/4-stroke/Sr./Spu. Sr. Same day trophies, finisher pins. 700-rider limit, rain date 4/4. A/B go 130 mi., C go 80. Entry $18, post $20, 3-man team $3. Cal Poly Penguins. Info 805/523-1239 (Greg Matthews).

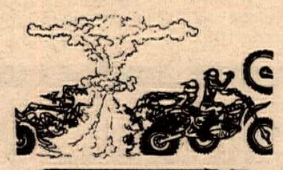
D-37 HARE & HOUND (ROVER BONER RUN)
Red Mountain, CA. Trona Rd. & Teagle Wash, limed from 395. Trophies, D-37 pts., Rescue 3. Beg. go 1 loop only. Start 10 a.m. Entry $15. Rovers M.C. Info 805/252-2834 (Karl Smith), 252-5059 (Mike Farris), 213/334-8037 (Ben Latta).

CMC MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 6 a.m., race 9. Entry $14, Ex. $15 + $5 gate, watch $4. Info 415/634-3328.

SRA PERRIS GP
Perris Raceway, Perris, CA. Off Hwy. 74. All classes, finisher pins, 20% trophies. O/N camping. Gates open 2 p.m. Sat., 0-200cc/Vet/Sr. prac. 8 a.m., race in a.m.; 201-Open prac. 12:30 p.m., race in p.m. Mail entry $12, post $15. SRA comp. lic. req. 3-wheelers & Ody race Sat. night. Info 714/828-1358.

ALL BRITISH MOTORCYCLE SWAP MEET
Lawndale Cycle, 15324 Hawthorne Blvd., Lawndale, CA. Near Compton Blvd. Free for sellers & buyers. Start 8 a.m. BSA Owners. Info 213/676-0161 (Marion Molm).

D-38 HARE SCRAMBLES (RATTLE-SNAKE CHASE)
The Rock House, Superstition Mts., CA. Arrowed from I-8 in Imperial County @ Dunaway Rd. exit, N to Old Hwy. 8 (S-80), rt. approx. 4.2 mi. E, left on Huff Rd., N abit. 9 mi., watch for arrows. All classes inc. Minis (on separate course), Team, three 3-wheeler divisions. four 45-min. races + 90-min. Team race. Finisher pins, 20% trophies, D-38 desert pts., free beer to finishers. Los Exploradoes, restrooms. Silencers req. Sign up Sat. 3:30-5 p.m., 6:30 a.m. Sun., riders mtg. 5 min. bfr. ea. race, 1st race 7:30. Entry $12, Minis $5, Team $10. Info 714/427-5759 (Fud's 24-hr. answer device).



Road Runs

March 14

SUNRISE TO SUNSET POKER RUN
Honda-Kawasaki of Las Vegas, Boulder Hwy., Las Vegas, NV. Bikes, trikes & sidecars. Pins, trophies, steak fry & pig roast, entertainment, refreshments, 50/50 drawing by GWRRA, mystery drawings. 1st hand wins $400 cash. Entry $6, pre-registrations qualify for $100 cash drawing. Sign up 7-9:30 a.m. Mail entry deadline 2/14. Freedom Rider, 2586 Meadows Ave. #D, Las Vegas, NV 89101. 702/361-2298.

May 16

RIDE FOR LIFE
Caldwell Memorial Park, Kimball St. & Grant, Caldwell, ID. All proceeds to multiple sclerosis in name of Eldon Gross. 275-mi. ride, beautiful scenery, free coffee @ mid-point, free cake & ice cream during auction. Win a new GL500 Interstate. Weiner roast 7 p.m. Sat.; free breakfast @ Honda of Caldwell, 3115 E. Cleveland from 6-8 a.m. Sun., auction 4 p.m. Min. donation $5/person. Info 208/459-0019, 888-3801.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

WORLD LEADER IN CASTOR LUBRICANTS

MAXIMA

ROESELER WINS NAT'L ENDURO

Larry Roeseler takes Coyote Derby AMA Nat'l. Enduro! Yamaha-mounted Roeseler added another championship notch to his long career in cross country competition with his first overall National enduro victory. **Maxima** was proud to have been a part in Larry's championship ride.

Larry Roeseler sweeps Phoenix Gran Prix! America's premier off road racer took a hard fought Gran Prix win away from many of the country's best in winning the Phoenix classic. Again, Larry was using the world's finest lubricants—**Maxima.**

Ron Lechien wins 125cc NMA National! Considered to be the hottest new pro motocross prospect, Ron Lechien took 4-first place motos to win both the 125cc Stock and Modified classes at the Kawasaki Winter Nationals Feb. 28. Second overall in 125cc Stock & Modified classes was **Johner Kight.**

Johner Kight first at Florida Mini-Olympics! First Overall in the grueling Schoolboy 100cc class Mini Olympics was **Maxima** supported Johner Kight.

Bruce Bunch races to 1st OA in Golden State Series. Bruce convincingly won the 80cc Expert class in the Golden State Series using **Maxima** lubricants.

Specialty Lubricants Available From All Quality Dealers

MAXIMA
PERFORMANCE PRODUCTS
1401 Pioneer #14, El Cajon, CA. 92020
Telephone Order Desk: (714) 442-9723

MAKE US YOUR #1 CHOICE
WE CAN TAKE CARE OF ALL YOUR COMPETITION NEEDS
TEAM YAMAHA CENTER
1982 YZ's & IT's Ready to Race
CALL US ABOUT OUR RIDER SUPPORT PROGRAM
WE WANT YOU TO WIN FOR US
Yamaha of Goleta
340 Pine Ave.
Goleta, CA 93117
(805) 964-1580
(805) 964-1580

☆ SAND HILL RANCH ☆
Presents Concord Yamaha's
WEEKEND OF CHAMPIONS
$1500 PURSE
SUN., MAR. 21 ALL PRO DAY
Support: Mini, Ex., Vets., O.T.
Entry Fee $30 Post, $25 Mail
SAT., MAR. 20, ALL JR., INT.
Big Trophies. Prizes
Entry Fee $20 Spectators $5
CMC Double Points No Gate Fee
Mail To: Jerry Hopper
2420 Strivens Ave., Modesto, CA 95350
INFO: Tom Anderson. (415) 798-5695
(415) 634-5879 (415) 634-3328

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
Next Race Mar. 14th
San Bernardino
Phone: (714) 689-6114

RIDE AWARE

AMA DISTRICT 37

DESERT RACES
Mar. 14 — Invaders HH, Lucerne
Mar. 28 — Rovers HH, Red Mtn.

MOTOCROSS
Mar. 14 — Sunrise Cycle, Adelanto
Mar. 21 — DeAnza, Sunnymead
Mar. 27 — Saturday Saddleback

ENDURO
Mar. 28 — Cal Poly Penguins San Luis Obispo
May 1 — U.E.A., Red Mtn.

DIRT TRACK
Mar. 21 — Lightweights ST, Indian Dunes

GRAND PRIX
Apr. 3/4 — Viewfinders, Riverside
May 1/2 — Anaheim Hi Siders, Carlsbad

D-37
Now Has a 3-Wheeler Division!
Call (213) 893-1583 For Details

See Calendar For Details Or Call
HOT LINE (714) 776-8127

WANT ADS

Help Wanted

Sales Assistant
Fast growing motorcycle distributor has a position open in the Sales/Cust. service dept., working closely with sales management. Good opportunity for right individual. Call (213) 828-6405, ask for Brenda. (209)

Salesperson Wanted
Sales experience needed, motorcyucle sales not required. Salary plus commission. PASADENA SUZUKI, (213) 795-4129, ask for Dave or Curt. (209)

Top Notch
Motorcycle salesman wanted by hi-volume dealership. Good advertising, super finance sources. High gross, large commissions, full benefits. (213) 945-3494, (714) 994-1670, Jim or Tom. (209/10)

Mechanic Wanted
Must have 2-3 years Yamaha experience. $400 week guaranteed for right person. Only qualified person may call (213) 289-5301, ask for Herb or Jay. (209/TFN)

Technical Writer
Yamaha Motor Coporation, U.S.A. has an immediate opening for a Technical writer to perform the following duties: Writing and editing of technical bulletins, manuals, and educational materials; developing instruction booklets and audio visual materials, and acting as the liason with outside advertising agencies to develop new advertising campaigns. Should have a B.A. in Communications, English or Journalism, must have experience in technical writing and posses knowledge of motorcycles, electrical systems and basic repair shop techniques. Our compensation package includes excellent salaries and complete company benefits for employees and dependents which include: Medical Insurance, Dental Insurance, Life Insurance, Vision Care. Please submit resume or application to: YAMAHA MOTOR CORP. U.S.A., 6555 Katella Ave., Cypress, CA 90630. NO PHONE CALLS PLEASE! equal opportunity employer — M/F/H. (209)

Professional Salesman
Leading Southern California Honda dealer seeks professional motorcycle salesman with well rounded off/on road experience. Excellent pay plan, benefits and opportunity for the right person. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA. (213) 345-7616. (206/TFN)

Kawasaki Mechanic
We are looking for an experienced Kawasaki mechanic with a minimum of 5 years experience. Apply in person, LONG BEACH YAMAHA/KAWASAKI, 4200 E. Pacific Coast Hwy., Long Beach, CA. (207/10)

Mechanic Wanted
Experienced Honda mechanic. WARREN WILSON MOTORS, 9000 Sepulveda Blvd., Sepulveda, CA 91343. (213) 894-9218. San Fernando Valley. (208/11)

Wanted Kawasaki Parts Manager
Must ahve 4 years experience with Kawasaki parts, must be an aggressive self starter. Salary, commission, vacations, holidays. COVINA KAWASAKI, Covina, CA 91722, (213) 967-4181. Ask for Jim or Mel (207/TFNE)

Mechanic
Dual line Honda/Kawasaki dealer is looking for schooled mechanic with tools. Experience required. Send resume with job history to GILROY HONDA/-KAWASAKI, 7635 Monterey St., Gilroy, CA 95020, Attn: Joe Orlando. (207/10)

HONDA ONLY
Experienced mechanic needed with own tools. Work in clean shop, with full benefits. KOLBE CYCLE, 22123 Ventura Blvd., Reseda, CA (213) 348-7865. (209/12)

Wanted: Job In Sun Belt
Parts or service manager. 10 years experience. Have owned own motorcycle shop. I am 39 years old, married. Call or write: Terry Stratton, 3206 Hampshire, Janesville, WI 53545. (608) 752-2633. (308/11E)

Sales Rep Needed
Experienced salesperson for North Texas and Wisconsin. Send resume or call ROCKY CYCLE CO., 1250 Elko Dr., Sunnyvale, CA 94086. (408) 734-3750 Ex. 52. Ask for Bob Boucke. (208/10E)

Route Salesman
Aftermarket accessory distributor in search of qualified sales rep with previous route sales experience. Many territories available. (800) 852-7789 or (800) 824-7960, ask for Karen. (208/TFNO

Accessory Sales
RACECRAFTERS is expanding. We are opening a new store and need experienced people with good knowledge of motorcycles and accessories. Excellent opportunity with management possiblities. Contact Mr. Abrams, (213) 709-5171. (208?10)

Motorcycle or Off-Road Race Promoter Needed
Some investment may be required. For information call (714) 689-6114, (201/TFN)

Mechanics Wanted
3 years experience required, with own tools. Call Wes, COLE BROS. SUZUKI, (213) 980-3715. (208/TFN)

KAWASAKI SERVICE HOTLINE
Factory position requires 5 years dealer level experience as a mechanic or service manager, repairing motorcycles but college or vocational training will be taken into consideration. Jet-Ski or snowmobile knowledge is a definite asset. Other requirements include: Good telephone communication skills and proven riding ability. The primary duty will be to answer service questions & instruct dealership personnel in service & repair techniques using the Kawasaki Hotline. For more information call Personnel, KAWASAKI MOTOR CORP. USA, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (205/TFN)

Parts Counterperson
Yamaha-Kawasaki dealership is looking for a parts counterperson with a minimum of 1 year experience, (either Yamaha or Kawasaki parts). Apply in person, LONG BEACH YAMAHA/KAWASAKI, 4200 E. Pacific Coast Hwy., Long Beach, CA. (207/10)

Business Opportunities

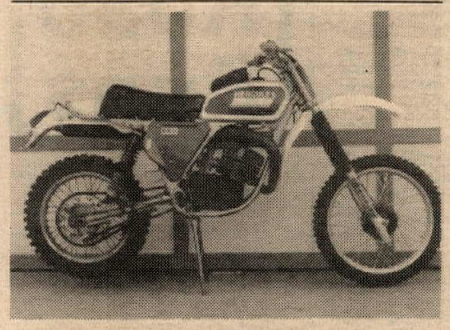
Motorcycle Design, Performance, Accessory Co.
Internationally known, 30K down. (714) 434-6081. (209/10E)

AMERICAN MOTORCYCLE SCHOOLS
Start an exciting career as a: MOTORCYCLE MECHANIC. THE CALIFORNIA SCHOOL OF THE PROFESSIONALS. Residence or Home study. If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional... CALL TOLL FREE 1-(800) 423-4678.... Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (202/TFN)

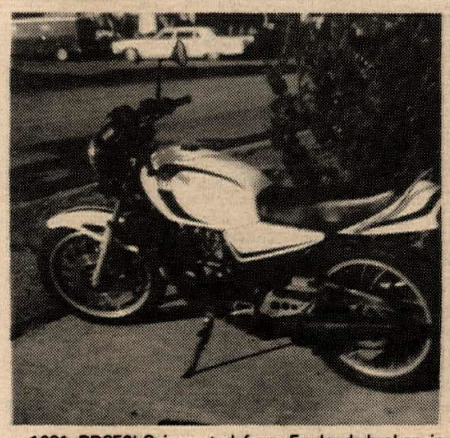
Honda Dealership For Sale in So. Calif.
Established 10 years, gross $1,466.000 in 1981. Price of $395,000 includes $120,000 parts and accessories, good terms. Submit down payment. For more info call Jack at (213) 698-0065. (208)

YAMAHA, KAWASAKI, SUZUKI shop for sale. GLobe, AZ 85501. Phone (602) 425-2030 ask for Ted. (109/10)

420CR Husky — 442 Bell Honda
1980 420 Husky, xlnt. cond. $1200.00. 1978 442 Bell Honda Thumper with C&J frame, like new, $975.00. Both bikes with extras. (714) 552-7281 or (714) 957-1998. (109)



1977 Hercules GS250GT
SAchs 7 speed, '79 Suz/Kayaba/Scott's forks, lengthened swingarm, 60 in. W.B., S&W blue magnum carb, S&W shocks 12in. front nd back. $800 O.B.O. Modesto (209) 524-7860. (109)



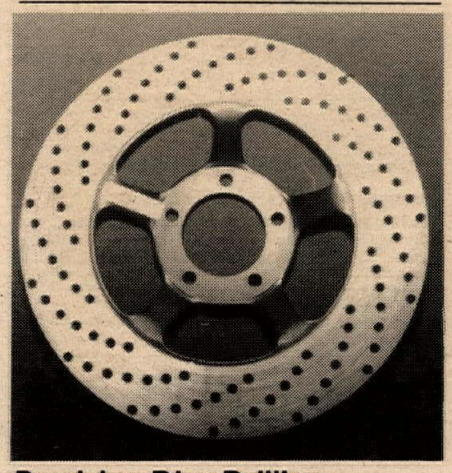
1091 RD350LC imported from England, broken in properly, 2,000 miles, very fast, $2,800. Call Terry (415) 538-1632. (109/10)

Yamaha Roadracers TD2 & TR2
$800 each. SAN DIEGO MOTORCYCLE SALVAGE, 2676 Newton, San Diego, CA 92113. (109)

★ Cycle Trailer...$299 & Up ★
1, 2, 3 & 4 Rail Major Brands! 4 & 5 rail custom. Small or large wheels. Also vehicle & utility trailers & hitches installed. M.S.C. (213) 767-1757. (205/EOI/TFN)

DUNLOP ELITE $49.00
BC CYCLE SUPPLY super sale! March 19, 20, 21 ONLY, 7 a.m.-9 p.m. Compare these prices; 130/90V17-$59. 120/80V18-$59. 130/80V18-$65. 140/80V18-$69. 100/90V19-$49. 110/-90V19-$57. . 9025 McFadden (at Magnolia) Westminster (714) 891-5286. "WE'RE ALWAYS OPEN". (209)

'75 YAMAHA 250 MONO, excellent bike, totally set-up, $600. '74 CZ 250, stock, excellent condition, $300 or best offer. '69 Hodaka 100 street legal, $125 O.B.O. '69 Husky basket case, frame, complete, make offer. (213) 597-5458. (409)

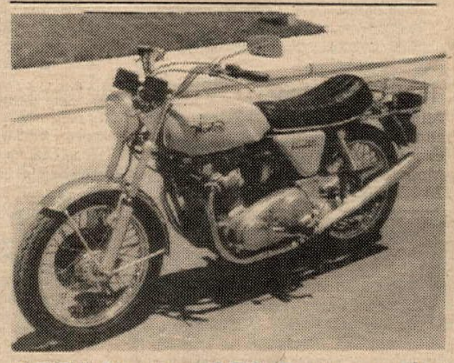


Precision Disc Drilling
Twelve patterns available. Quick turnover. UPS service. From $30. Also surfacing. BOB KEYS M.C. WHEELS, 1360B White Oaks Rd., Campbell, CA 95008. (408) 377-8474. (109)

1979 Yamaha IT400
Long travel suspension, handles excellent, like new, very low miles. Need cash now, first $700. takes (714) 984-6461 or (714) 622-0085 after 4 p.m., ask for Jack. (309/10)

Mechanic Wants Extra Work
Tune ups & electrical work my speciality. Ask for Larry, (714) 630-4458. Orange County. (309/10)

1980 250 KTM
Desert tank, VDO speedometer, skid plate, Electron carb, Curnutt shocks, $850.00 Call anytime (714) 948-1314. (109)



1974 Norton 850 Commando
Stock low miles, excellent condition $1800.00 Bernie (916) 678-4711. (309/10)

Quite Racing, Selling All!!
16' Pro Trac, white, radials, carries 4 bikes, lots of cupboard space, $5000. 2 '82 125 RM Suzuki's —$1200. & $1000. 3 '81 125 RM Suzuki's — $900., $800., & $700. 1979 Ford Custom Van, ¾T, set up to pull trailer, $8500. (805) 397-5349. (309)

1980 450 Maico
New tires, excellent condition, $1000. Call Ralph, (714) 648-7280. (309/10)

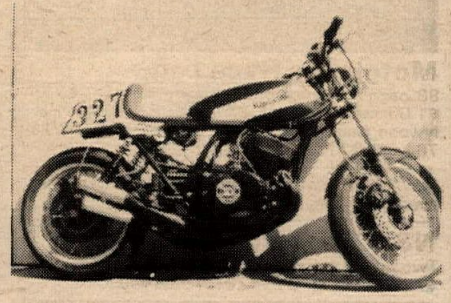
Attention K Mart Shoppers
Jawa 4 valve DT 500 speedway Murphy motor impeckably maintained. Race ready, mint cond. $2,000 Pat Hawley (714) 642-1761 or BUSBY IMPORTS (714) 497-3358. (409)

81 Maico 250
Porting, pipe, fork & shock mods, safety Ceet, MPW, excellent condition, remarkably fast, $1400.00. Dave (213) 426-4642. (109)

1982 Honda XR 250R
Less than 1 tank of gas on bike. $1850. (213) 378-2054 eves. (213) 747-5075 days. (309).

Suzuki GS1000S '79
Excelent condition $2500.00 (813) 526-6481. (109/E)

1969 SUZUKI 250 T20X6 Scrambler. Rebuilt engine, new transmission, repainted, best offer over $750. Call and leave message. (608) 831-2927. (109/E)

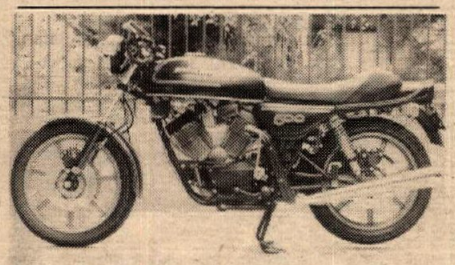


AFM Superstreet Kawasaki H-2
Built in 1981, everything new, over $3,500 invested, very fast, frame mods, set up for road race, lots of spares, need money for G.P. bike $1,700 O.B.O. (415) 635-9679. (109/10)

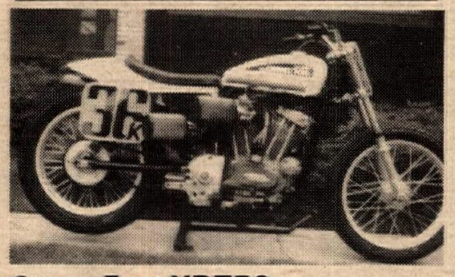
1977 KZ400
Super clean, runs great, 8500 original miles, a good buy at $750.00 firm. 213/944-8516. (109)

1925 Harley JD74 & sidecar
All original — restored 20 years ago. Has original clincher wheels and a spare set of modern wheels, Excellent condition, $10,000. Also 1930 NSU 100cc Moped. Restored 2 years ago, $1,000. (714) 749-2142. (309/10)

Nitro Fuel Injected 750 Honda
1980 National Hillclimb champion, Hillburn, knock off wheel, Vertex, magneto, swingarm, new engine, extras. $2,500 or pieces. (304) 565-4062. (109E)

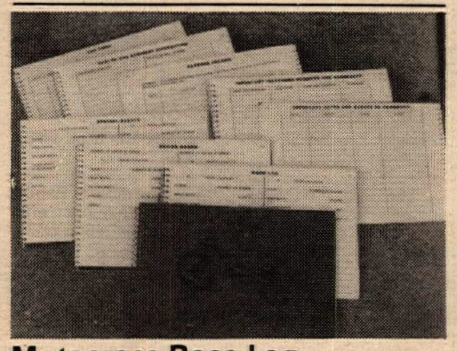


Moto Morini 500 Sport
1980 black Matte finish, less than 3500 miles, immaculate, $2500. (415) 865-1946. (109/10)



Super Fast XR750
Frame, glass, brakes, exhaust, engine completely Lawwill products. Axtell heads, Lectron carbs, transmission. Engine and suspension modified and built by Babe DeMay. Eight races since new. $9,500 invested; will take $6,000. Call Mike between 1:00 a.m.-3:00 p.m. (319) 266-5527. (109E)

MACHINE SHOP
Prototype fabrication, lathe & mill work, welding, fin repair, glass bead blasting, cylinder boring. Sunnen honing, big bore kit set ups, sleeve replacement, valve jobs, head/cylinder surfacing, o-ringing, crankshaft welding & repair, heli-coils installed, etc. UPS daily. Dealer inquiries invited. SAAVEDRA M/C ENGINES, 9330 Oso Ave. 'F', Chatsworth, CA 91311. (213) 993-7873. (149/50)



Motocross Race Log
88 pages for your entire racing records, $3.75 + $1.00 handling. F.B.F. ENT., P.O. Box 3193, N. Hollywood, Calif. 91609-0193. Cal. res. + 6% tax. (213) 764-8646. (109/14E)

WANTED: Kawasaki touring fairing. Call collect, evenings, Richy, (612) 870-3503. (109)

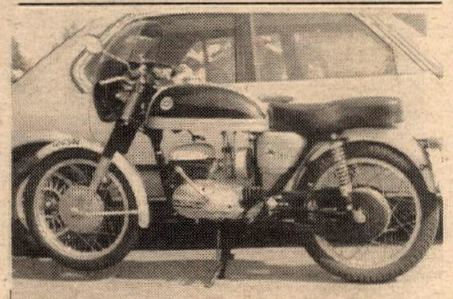
NSU Super Max
Two bikes, extra engine, tank, wheels, forks, etc. $750. Call after 6 p.m. (213) 882-4489. (109/10)

1981 Husqvarna 430CR
Excellent condition, Uptite tank, skid plate, Metzeler, mechanic owned. $1,625 or best offer. Mongo Racing. (714) 375-2574 or 375-4191 after 5:00. (109/10)

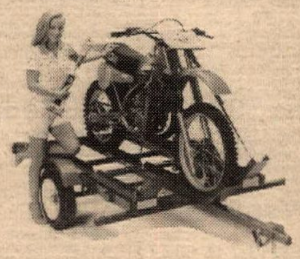
1981 Suzuki RM125
Excellent condition, safety seat, Boyesen reeds, Metzeler front tire. $900/best offer. (714) 968-1697. (109)

Sex★Sex★Sex★Sex★Sex★Sex
1981 Suzuki GS750 EX. Excellent condition, only 3700 mi. $2300.00. (213) 280-3652. (109)

Triumph 750 Trackmaster
Good, fast motor (fresh), B.J. pipes, very clean, extras. $1100.00 or offer. (206) 485-5241 / (109E)



Bultaco Metrella Cafe Racer
Like new, 2000 miles, tips still on, tires purchased in Spain several years ago. Licensed in Calif. $1250. (714) 749-2142. (309/10)



ISE BAJA Motorcycle Trailer
Trick trailer! Our new BAJA 3-rail motorcycle trailer is the most versaatile trailer on the market. The BAJA folds in 10 seconds without tools & rolls on permanent casters for easy storage. SPECIAL CN PRICE, $459. ISE, 12085 E. 40th Ave., Denver, CO 80239. (303) 371-1029. Dealer inquiries invited. (209/TFNE)

Yamaha Mini with Hodaka 90cc
Engine $150.00. Looks and runs great! Also 100 Ace Hodaka, new tires, runs good, looks terrible, $125. (714) 749-2142. (309/10)

81 YZ 465 very low hr. clean!
Never raced! Trails only! White Brothers suspension. Almost new. $1,450.00. Must see. Call 6-7 p.m. (714) 631-5693. (108)

Triumph 750 Dirttracker
Wasco frame, new fast motor, very competitive, CDI mag, Megacycle cams, B.J. pipes, very clean, extras, $2250.00. (206) 485-5241. (109/10E)

'82 490 Alpha Maico
2 months old, extra White power and Corte Cosse shocks, Wheelsmith damper rods, spare parts, invested over $3,100.00. A bargain at $2,250.00. (714) 674-4335. (109)

1982 125 KX Kawasaki
Moving up to 250 class. Two KX 125 for sale. Both bikes two months old, perfect condition, $1100.00 each. Spare parts. Call Joe at (213) 360-5037. (309/10)

1981 Suzuki 250X Floater
Fresh bore, new tires, fast. Well maintained, extras. $1275/offer. Dave (714) 595-4366. (109)

RINCON KAWASAKI

KX Headquarters

Immediate Delivery ANYWHERE On all Models

KX80 KDX80 KX125 KDX175
KX250 KDX250 KDX450 RINCON KX

LARGEST KX PARTS & ACCESSORIES INVENTORY IN STOCK
Same Day UPS Shipping Anywhere In U.S.A.

Rincon Racing Products
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Esprit Pro Boots
Tires: IRC, Dunlop, Metzeler
Gloves: Scott, Kawa, Castre, JT
Goggles: Scott, Jones
JT Racing Products
Hallman Racing Products
Answer Products
Uni Pro Comp Filters
Stickers Galore

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We'll Fix Your Bike Just Before The Big Race
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Trick Fox Shoxs, super fast, super handling, old timer care, race ready, $600. (213) 699-2869. (109/10)

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Like new, play ridden only, moving out of state, $700. (213) 374-0904. (109/10)

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1st Annual Amateur Houston T-shirts. Finest quality. Tell everybody you rode the Dome. S-Med.-Lg.-X-Lg. $8.95. Calif. residents add 6% sales tax. Allow 2 weeks. COMPETITION ACCESSORIES, 4524 N. Cedar, Fresno, CA 93726. (109/10E)

'80 Yamaha 125 YZG
Very fast, Boyesen reeds, ported cylinder, '81 shock, '81 rims, $650. Also, 2 AT1 YZH's, $800 each. (714) 998-2414. (309/10)

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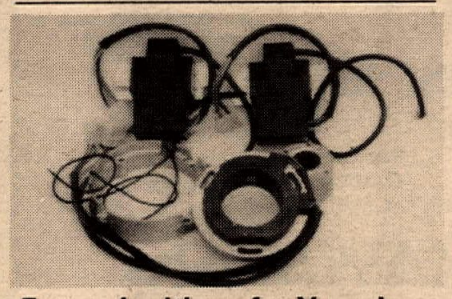
Good condition, ridden little, $820 O.B.O. After 3 p.m. (213) 433-4771. (409/19)



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Riding, racing & repair schools, manufacturers, publications, associations, consultants & clubs. Hundreds of listings! $5.00. MOTORCYCLE DIRECTORY, Dept. CN, P.O. Box 26068, Los Angeles, CA 90026. (109)

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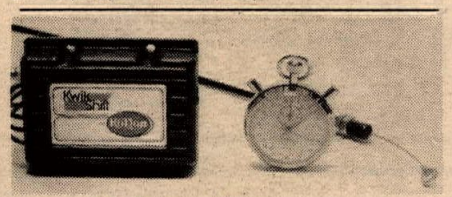
Excellent condition, injury forces sale, ridden 3x, street licensed, $1700.00. (805) 526-4850. (309)

'78 Husky Automatic
Looks and runs great — Works shocks, 2 tanks & many spares. Call 8-5 a.m. weekdays, ask for Doug or Les (213) 843-4330. (309)



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New electronic shifting device that allows upshifting without using clutch or rolling of throttle. Increases clutch life and transmission life. Excellent for street, strip or touring. Contact RoDon, P.O. Box 262, Shelby, OH 44875. (419) 347-2941. (109)

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Fresh bore, good condition, extras. $850/offer. Dave (714) 595-4366. (109)

1980 HONDA XR80 good condition, great running bike, $400.00. (714) 521-3797. (109)

1978 390 Husqvarna $850
Super clean, excellent condition, extras. After 6:00 (714) 636-6817. (109/10)

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Work bench, sink, bunks, carpeted, canopy. (214) 892-3118. (109E)

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18-8 stainless steel Allen socket cap bolt sets for engine, 69 pieces, $22. Josh Hunt, 67 High St., S. Dartmouth, MA 02748. (109/11E)

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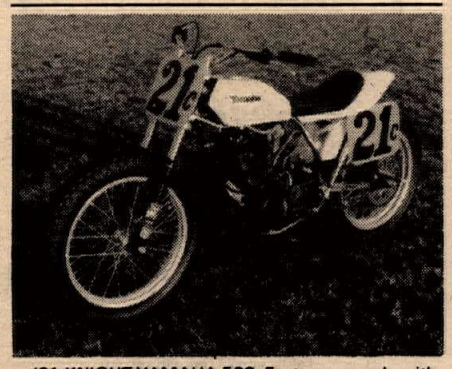
Two bikes, extra engine, tank, wheels, forks, etc. $750. Call after 6 p.m. (213) 882-4489. (109/10)



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Complete bike, race ready, good condition, fresh engine, fast. (714) 642-3344 or (714) 645-0311. (409)

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Perfect cond., approx. 600 miles, $1300.00. Work (805) 962-1777, home (805) 968-0662. (109)

'80 Yamaha YZ250, '79 Yam IT175
Both bikes in excellent condition and very reliable, many extras. 250 $1,000. 175 $650 OBO. (213) 339-7232. (109)

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Class "C" speedway, street. Call Barry (213) 886-3341. (109/12)

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New electronic ignition, rebuilt top end, fast & clean, $595 OBO. (2130 998-8539. (309)

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Test bike, never raced. New tires, piston & rings, ported, Mikuni carb, boost bottle, extra rear shock, piston, gaskets & cables. Like new! $950 FIRM. Call (213) 331-5861. (309)

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Super clean, excellent condition, extras. After 6:00 (714) 636-6817. (109/10)

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Work bench, sink, bunks, carpeted, canopy. (214) 892-3118. (109E)

Ducati
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Black/gold, mint condition. Always garaged, new P2 m48 Michelin front, good M45 rear, Konis, Contis, K&N's, fiberglass fender, clip-ons. All original stock parts included. $3200 OBO, very negotiable. (503) 225-8151 8-5 days, (503) 620-8692 eves. (309/10)

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Cherry cond., strong dirt bike and street legal, $700 Dirt conversion parts, $50 extra. (213) 973-1559. (109/10)

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Ohlins, Meryls Pro wheel, Lectron, fresh top end, chain, sprockets, two tanks, fast, safe, reliable, $750. Keep trying 714) 533-7433. (309/10)

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Expertly maintained YZ465G, $1399.00. YZ465H, $1595.00. New rubber, Boost Bottle, modified shocks. (308) 534-9385. (109/10E)

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The Kind Shocks
Ohlins gas Piggybacks, hardly used, make offer. After 5 p.m. (714) 525-4837. (109)

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'82 YZ 250, 490 spring, 48 tooth rear sprocket, new chain, trick carb, hardly ridden! $1850.00, must sell. (714) 759-0442. (109)

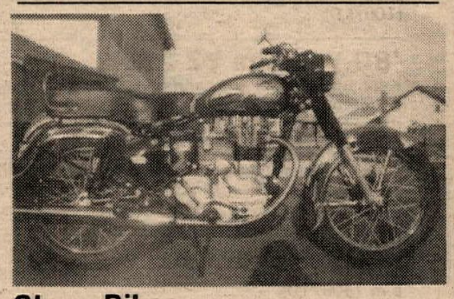
1980 450 MAICO, Wheelsmith pipe, ported, Ohlin shocks, heavy duty spokes, new left side, best offer. (805) 496-3057. (109/110

L.B. Honda 410
Trackmaster frame, Betor forks, Works shocks, $425 OBO. (213) 998-8539. (309)

1977 Triumph Bonneville 750
Good condition, $1200 OBO. (213) 534-1366. (109/10)

1980 KTM 125 RV
Works supercrossers, Metzelers, Lectron, clean, must sell! $750. (415) 857-1885. (309)

'81 CX100 Moto Guzzi Le Mans
Excellent condition, low miles, superb handling, completely handling, completely stock. Must sell! $4200. (213) 306-7058. (109/10E)



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India Enfield, new old bike, 350cc bullet single, 800 miles, as new. $2395.00. 1974 Ducati 450cc single, Mark III, last year built, rare, 2100 miles, showroom condition, $1395.00. (805) 498-3248. (109)

'78 Maico 400
Trick Fox Shoxs, super fast, super handling, old timer care, race ready, $600. (213) 699-2869. (109/10)

'77 YZ 400
Like new, play ridden only, moving out of state, $700. (213) 374-0904. (109/10)

Attn: Houston Amateur T.T. Riders
1st Annual Amateur Houston T-shirts. Finest quality. Tell everybody you rode the Dome. S-Med.-Lg.-X-Lg. $8.95. Calif. residents add 6% sales tax. Allow 2 weeks. COMPETITION ACCESSORIES, 4524 N. Cedar, Fresno, CA 93726. (109/10E)

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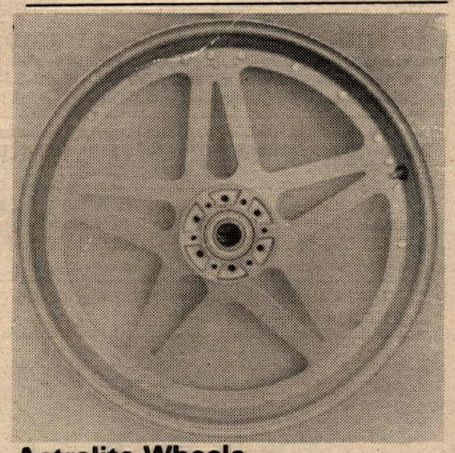
Very fast, Boyesen reeds, ported cylinder, '81 shock, '81 rims, $650. Also, 2 AT1 YZH's, $800 each. (714) 998-2414. (309/10)

'79 RM400N
Good condition, ridden little, $820 O.B.O. After 3 p.m. (213) 433-4771. (409/19)

1982 125 KX Kawasaki
Moving up to 250 class. Two KX 125 for sale. Both bikes two months old, perfect condition, $1100.00 each. Spare parts. Call Joe at (213) 360-5037. (309/10)

1981 Suzuki 250X Floater
Fresh bore, new tires, fast. Well maintained, extras. $1275/offer. Dave (714) 595-4366. (109)



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Immediate delivery. All sizes and colors. Lightest available. 18:: 2.25, 2.75, 4 inch width/19" 2.25 only. $595 pair. Dealer inquiries invited. GRIZZLY ENGINEERING, 1607B Juliesse, Sacramento, CA 95815. (916) 927-2656. (108/9E)

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Good condition, $1200 OBO. (213) 534-1366. (109/10)

1980 KTM 125 RV
Works supercrossers, Metzelers, Lectron, clean, must sell! $750. (415) 857-1885. (309)

'81 CX100 Moto Guzzi Le Mans
Excellent condition, low miles, superb handling, completely handling, completely stock. Must sell! $4200. (213) 306-7058. (109/10E)

1982 RM Suzuki 125
Excellent condition, asking $1,300. Days (213) 443-6792, nights (213) 918-4200. (109)

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Like new, $700. (213) 542-7251. (109)

Trade my 250 Husky for SR500
or sell, exclelent cond. 1980 CR. (209) 759-3549 eves. (109/10)

1980 KAWASAKI KX80 factory manicured, excellent condition, $500.00/O.B.O. (extras). (714) 968-4387. (109)

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Ridden four times, Boyesens, Sun, air box, modifications, spark arrestor. Great fun, too much work for old man. $1100 O.B.O. Call after 8 p.m. Jeff (714) 597-2827. (109)

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Clean, low miles, $850. Hesperia (714) 948-3513. (109/10)

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Clean, low miles, $775. Hesperia (714) 948-3513. (109/10)

'80 Yamaha YZ 250G
Kept up in excellent condition, very dependable, new monoshock, $850. (714) 637-6431. (309)

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New ring, fresh Ohlis, 2 tanks, skidplate, VDO, Metzeler, Dunlop, tool bag, lights, best offer. (714) 683-3203. (309)

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Excellent condition, $900. (213) 641-0120 after 6 p.m. (309/10)

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Female owned, stock, ridden little, having baby forces sale. $500.00 O.B.O. Eve. (213) 459-3834, day (213) 390-6294. (309/10)

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Slinger 21"x36 undrilled aluminum rims. Detroit, (313) 399-3955, afternoon. (109/12E)

Attn Midwest: Suzuki Yamaha Maico
1980 GS550E Suzuki, 3500 miles, luggage rack, case savers, beautiful condition, $1,750. 1981 Yamaha YZ465H, Hi-Point, Dunlop, bought in June, had to quit; less than 10 hours on bike, $1,500. 1979 Maico 400 Magnum, Gunner Gasser, Metzelers, bored, new clutch, $500. Pair 14½" remote reservoir Ohlins, raced 4 times, $225. Call evenings, keep trying, (913) 792-6338. (109E)

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Replace your worn out Uni-Trak shock with a new improved (dampning) shock from a 1982 KDX. $120. Call after 6 p.m. (215) 539-1638. (109E)

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40mm Lectron, Gemco, 4 ice races on top end, new Viper, right hand shift, race ready. Call after 5:00 p.m. (914) 336-5782. (109E)

1980 Honda 250 Short Tracker
Champion frame, WKR prepared, extras, $2,000. 1979 Honda CR250, $900. 1976 CCM 550, $800. (312) 389-7471. (109E)

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Kennedy motor, clean, race ready, spares, must sell, $1,200 or offer. Mike (915) 593-1024. (109/11E)

Panther XR500 racing frame
Nickel plated, two sets of pegs, great flattrack or T.T. frame. XInt. condition, $500.00. (408) 663-3432 evenings. (109)

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'80 YAMAHA 850XS, luggage rack, fairing, case savers, only 12,500 miles. Call Bob Barton, days (213) 374-8566, eve. (213) 532-3800. $1850 OBO. (309/10)

1981 KAWASAKI 550 GPz, 1500 mils, $2000.00. (213) 338-5246. (109)

FAST FILL GAS CAN
4½ & 7½ gallon capacity, fast (approximately 2 seconds/gallon), light weight (6 lbs.), heavy duty aluminum, +129.95 & $139.95. OPTIONAL STAND (19.95) and OVERFLOW SYSTEM (24.95) also available. Mastercard & Visa welcome. PACIFIC RACING PRODUCTS ● USA, P.O. Box 178551, San Diego, CA 92117. (714) 278-9808. (239/EOI/TFN)

Can-Am 370
New electronic ignition, rebuilt top end, fast & clean, $595 OBO. (213)998-8539. (309)

RACERS T-SHIRTS #5: S,M,L,XL. $7.50 includes postage. Free catalog. T-SHIRT COUNTRY, Box 826, NJ 07421. (108/9E)

78 Maico 400 — excellent cond.
Fresh bore, 11" travel, works shocks, must see, good all around bike. $750.00. (213) 920-3447. (109)

1980 Yamaha YZ250G
Excellent condition, well maintained, $850.00. (714) 493-7967. (109/10)

1981 RM-125 Floater
XInt. cond., motor basically stock, forks & shock reworked, hardly ridden, must sell!!! $799.99 firm. Call (213) 469-8731 or (213) 464-7137. (109/10)

TIRE & WHEELS fits small trailer with 5 lug 4.80-8, $25.00. (213) 324-5449. (309)

79 Yamaha TT500
White Brothers swingarm, Works Performance shocks, extras, $1050. (213) 324-5449. (309)

ATC 185S
Custom frame with front & rear suspension, excellent cond. $1400, offer. (213) 324-5449. (309)

'75 Yamaha 125 Enduro
Low mileage, $450 OBO. (213) 534-0217.(109)

'77 TT500
Clean, never raced, $800 FIRM. (213) 833-8792. (109/10)

Trick '81 YZ250H
DG Stage 5 porting and pipe, shock work. Answer silencer, new chain and sprockets and much more. Fast as 490 Maico, $1000.00 or best offer. Call (714) 365-1265. (409)

81 Honda XR500 new $1595
Bike is too tall for me. Paid over $2000! MUST SELL! Bike is new! (714) 749-2142. (309/10)

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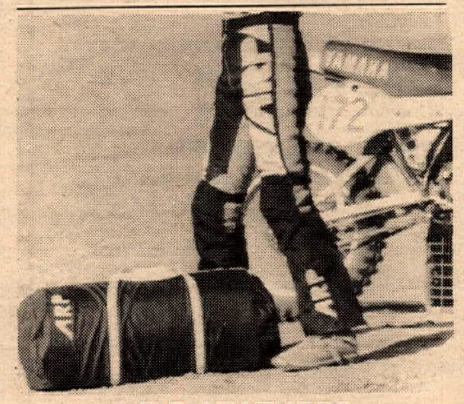
1-(800) 821-7929. Large selection. UPS Service daily. McBRANN CYCLE SHED. (18/EOI/TFN)

FREE ENDURO OR MX; School with Dick Burleson or Mark Blackwell. Left over 250s from $1,449, 420s $1,749 and 430s $2,099. Husqvarna Products and parts shipped daily. FREEDOM HUSQVARNA KAWASAKI MAICO KTM, (816) 765-5785. (205/9/EOIE)



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Husky 400cc $600 new engine
and transmission overhaul at cost over $400.00. 9½ in. rear travel. Includes VDO, laid down gas shocks, Vesco tank, (orig. tank is new), zero time on rebuild. This is best available for $600.00. (714) 749-2142. (309/10)

78 Bultaco Sherpa T
Flat bottom, reed valve, $850 or best offer. (714) 842-5245 days, (714) 847-8495 eves. (309/10)

1981 Husqvarna 250XC
Super clean, hardly used, loaded with accessories including engine and fork work by Scott's. $1750.00 OBO. Tim (213) 361-7173 or (805) 252-9281. (309)

Classic RE-5 Rotary Suzuki
Mint condition, low mileage, SSAE for pics or price. (503) 479-6107. (109/11)

1979 Husky 250 CR
Ridden very little, all original, stored one year, sacrifice for quick sale, $750.00 best/offer. Eve. (213) 459-3834, day (213) 390-6294. (309/10)

Yamaha 750 Flattracker
Shell frame, Kennedy wheels, extra gearing, $1000. (913) 825-6926. (109/10E)

78 GS 750 Suzuki
Excellent condition, low mileage, $1200. (714) 772-3546. (109/10)

'81 750 Seca & 80 YZ 250 G
Red Seca, all stock, 2,800 miles. Best offer. YZ 250G ridden 10 times, stored last 6 months, ex. cond. $1,100 O.B.O. includes all riding equip. Call Mark (714) 537-3007. (109)

'80 Honda CR 80
Kept in cherry condition, fast! $350. (714) 637-6431. (309)

'73 YAMAHA 650 TWIN 895. RM-370 Suzuki 575. Total rebuild, trick Sprint Cart ridden once, offer? Sell or trade all or part on late Japanese Multi. (213) 534-1352. (109)

Mini Waterpumper 1982 YZ80
Below dealer's cost. 2 months old, like new, going to 125's. Call anytime (714) 875-9017. (109/10)

HONDA CB750F super clean, black, must sell, $1800.00 firm. Eve. (714) 548-6188, day 493-1203. (109)

1980 Ford Box Van
14' box van conversion in front, half saddle tanks, AM/FM cassette, A/C, power steering, power brakes, low miles, great shape, $9800.00. (714) 537-4658 day, (714) 534-7837 night. (109)

★★★2 Suzuki Streetbikes★★★
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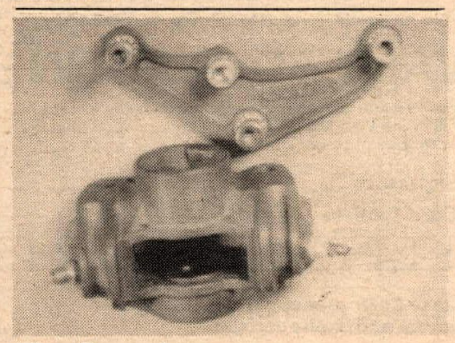

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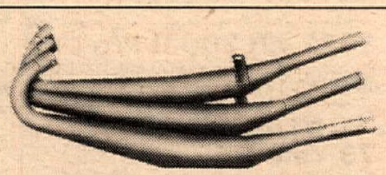

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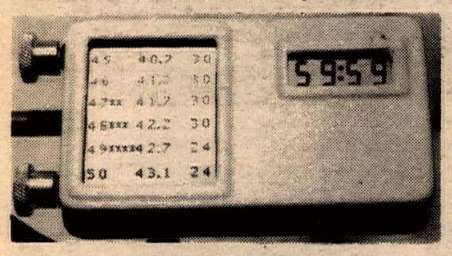

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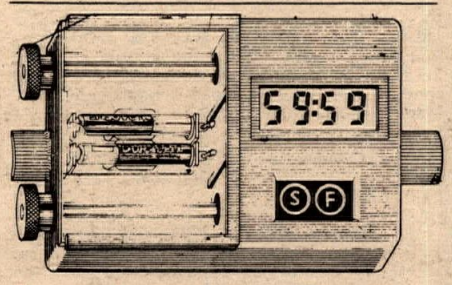

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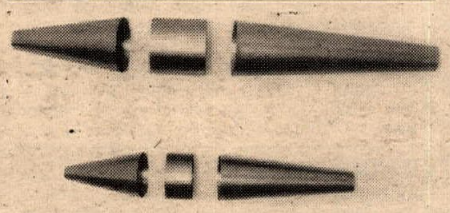

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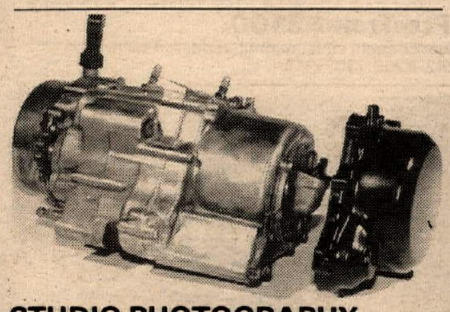

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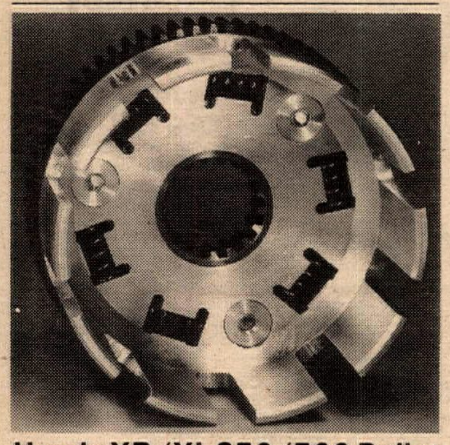

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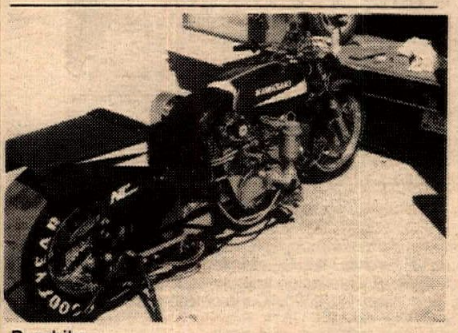

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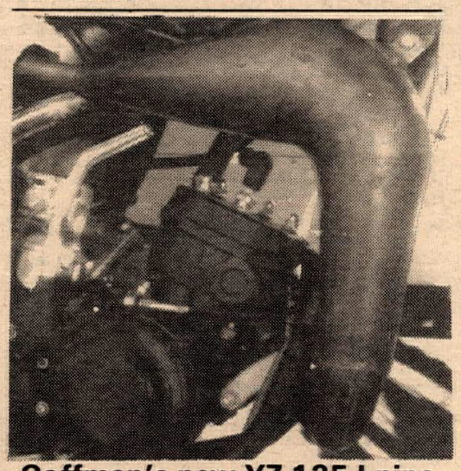

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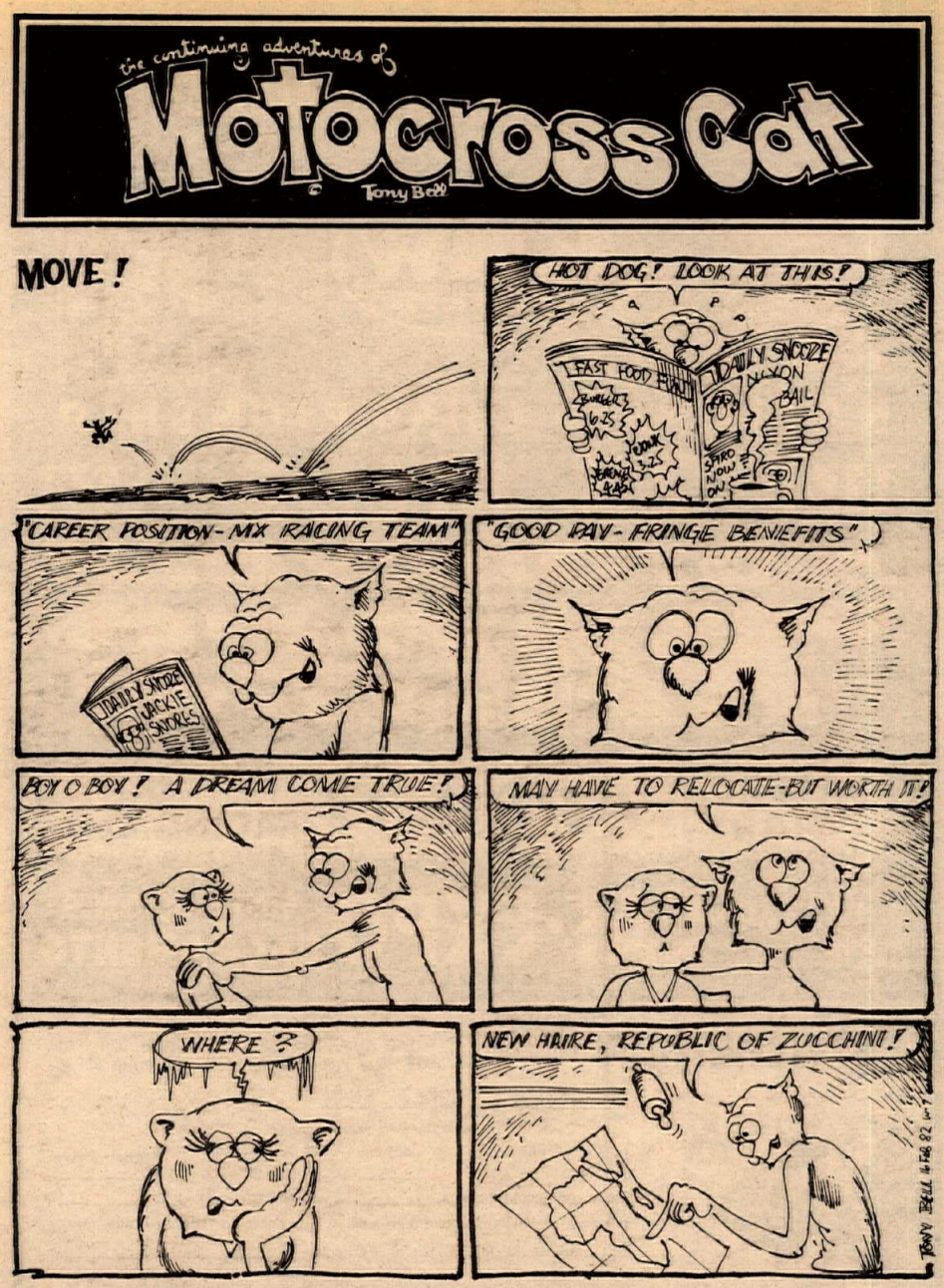

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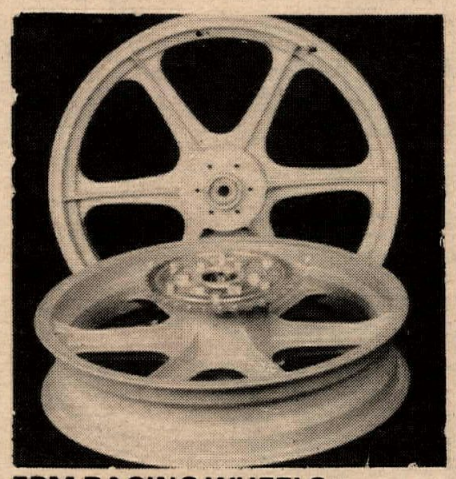

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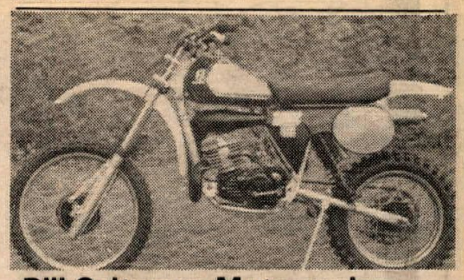

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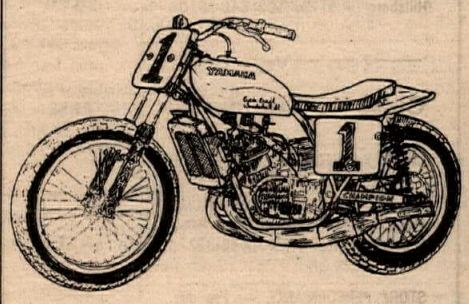

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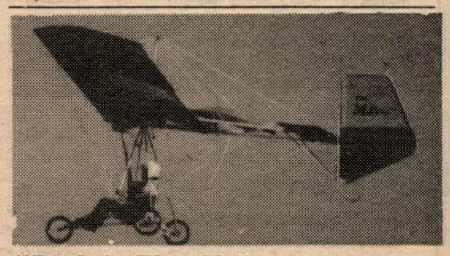

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Cycle News/West (UPS 141-340) is published weekly except the first and last week of the calendar year for $20 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90801-0498. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, $20; two years, second class mail, $35; three years, second class mail, $53; 25 weeks, $11. Foreign rates available on request.

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ON THE FRONT PAGE: Graeme Crosby did some clebrating with Miss Winston, Susan Callicutt, after winning the Daytona 200. Coverage begins on p. 6. Photo by Dale Brown.

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VOICES

Industry support appreciated, voter input needed

Because of the number of advisory members who annually attend advisory meetings at Los Angeles Trade-Tech, vocational programs are kept current with industry. In 1981 the Motorcycle Advisory Meeting had a record number of members in attendance. A visitation to the lab where 28 students of a combined third and fourth semester class were working brought out a recommendation by the members to divide the group into two separate classes.

What actually moved the administration the most was the donation of 25 Yamaha motorcycles by Yamaha Motor Corp., U.S.A. and a very well prepared letter by Bob Davis, owner of Alhambra Honda. Bob Davis compared the learning situation at Trade-Tech to those of Service Schools taught by American Honda. Needless to say there was no comparison.

Because Bob sent his letter directly to L.A. Trade Tech College President, Mr. Thomas Stevens, Jr., the finding of the entire advisory membership immediately had more impact. Just recently *Cycle News* released the news that Steven Goodspeed has been hired resulting in a separate third and fourth semester curriculum and individual instructors for each.

The only threat now to vocational educators is a bill before the California Legislature, called Assembly Bill 404. If passed, it will give all teacher unions in the state the right to deduct dues out of the wages of non-union members.

Most of us who are non-union members at L.A. Trade-Tech resent the union on one major issue, that being the weekly student contact hour load. The view of the union is that all union employees will have the same load regardless of what is taught. As non-union members, we have been unsuccessful negotiating a freeze on the minimum hour issue. Now the union wants to take our money to bolster their lobbying effort against us and the best interests of students enrolled in vocational classes.

If you liked the recent *Cycle News* story about Bruce Hammer, you'll be interested in knowing that he is a product of vocational edcuation and is a graduate of L.A. Trade-Tech with a major in cabinet-making.

I think as taxpayers you recognize the fact that there is a different kind of learning between students in a classroom and students in a hands-on lab situation.

I urge you to write a short letter both to Governor Brown and your California State Senator to oppose AB404. Only three points need to be made: One, you are a voter; two, you oppose AB404; and three, you support vocational education.

We at L.A. Trade-Tech appreciate the 14 years of tremendous industry support and enjoy representing this productive and competitive industry and the hard working taxpayers of the State of California.

PAT OWENS
Temple City, CA

Thanks to sponsors

CRC would like to take this opportunity to thank all of the manufacturers, distributors and companies who contributed to the annual CRC awards presentaion. With the help of the following contributors, the top CRC riders were awarded more than $15,000 in prizes: Malcolm Smith, O'Neal, ND Spark Plugs, Ancra, PK, KRW, M/C Tire Works, Kal-Gard, Circle Industries, Answer Products, Ceet, WK Work Stands, Superseer, Smith Goggles, CMA MX School, Maico, Husky, Suzuki, Yamaha Motor Corp., Jart and Russ Darnell MX School.

We sincerely thank all who contributed and recommend that all motorcyle enthusiasts support these companies by using their products.

JACK BARBACOVI
JERRY McNEAL
California Racing Club

The D-36 race rating game

After attending the Sears Point (Feb. 21) and Carnegie Park (Feb. 28) motocrosses, I have a few opinions to give.

First, Sears Point, Jack Williams and the Marin County Motorcycle Club get a "10" for an excellent layout, fair starting gate and long 20-30 minute motos. Clark Rupp and Carnegie Park get a strong "9" for the extremely challenging layout and equally long motos. Only the lack of a starting gate and weak course markings keep Mr. Rupp from receiving a "10."

With promises of new, grassier tracks for their next races, both promoters deserve the support of loyal D-36 riders. The next time you are waiting in 100 degree valley heat for your 10-minute roller derby sprint around a short slot car track, you will wish you hadn't missed the upcoming races at these two tracks.

THE PHANTOM RACE RATER
OF D-36

No triples in BOTT

I disagree with Mr. Iannucci's proposal to allow the inclusion of triples in the Battle of The Twins format. While I agree the triples are a unique machine to own and the sound they make is music (proverbially) to the ears, the BOTT is just that, a race for twins.

Let Mr. Iannucci and ex-Dick Mann Rocket III (winner of 1971 Daytona 200 and featured in *Cycle Guide)* enjoy the exclusivity of his own class of ex-works triples. Don't water down what has come to be an exciting, new class for spectator and competitor alike. Mr. Iannucci has an ex-something or other to race in that class anyway.

The bottom line is, don't screw with success. By the way, Vintage Racing will be back again with the AFM folks at the Six-Hour. Watch *Cycle News* for more information.

MICHAEL D. LEWIS
Chatsworth, CA

Dear U.S. trials fans...

If you have seen the results from the first World Trials in Olot, Spain, you know I finished ninth. Conditions were very muddy, and it rained all day. Needless to say, I am quite happy about my finish.

After I left Placerville, I stopped in Tennessee to see some friends and was involved in an auto accident during the freak cold weather. I reinjured my back and could not ride for two and a half weeks. I had one and a half weeks to train for this trial. I feel good now and my only problem now is with the Italian Federation of Motorcyclists (the governing body of all Italian events).

They have decided that if a non-Italian wishes to ride the Italian Championship, he must choose between the World Championship license or the Italian Championship license. As you learned in my interview in issue number two, my program for this year was to ride the Italian and the World rounds.

Italjet has appealed the decision and they (the IFM) have already allowed me to ride Spain so my points from that trial will count. I learned today that I can ride Belgium on Feb. 29, but after that I don't know. Of course, if I continue to score world points I will most like ride only the World Championship Series, which is a bummer because Italjet had planned on me for the Italian Championship.

I always dreaded the day that politics would affect me in the sport of trials, and now that day has arrived. Right now, I'm just hoping for the best.

SCOTT HEAD
On the World Championship
Trials Series trail

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DAYTONA '82

DAYTONA PHOTOGRAPHY BY HENNY RAY ABRAMS, DALE BROWN, AND COURTESY DAYTONA INTERNATIONAL SPEEDWAY

Graeme Crosby rode a quick and consistent race aboard a TZ750 to take a trip to the center of winner's circle.

AMA Grand National Championship/ Winston Pro Series: Round three

Croz cruises to Daytona 200 victory

By Gary Van Voorhis

DAYTONA BEACH, FL, MAR. 7

Graeme Crosby played it cool through the closing laps of the 41st Annual Daytona 200, despite a rapidly closing Freddie Spencer. When the checkered flag dropped at 6:10 p.m., Crosby, aboard a works Yamaha TZ750 was running into the twilight zone with an 11-second lead and the win-

Third, a good distance back, was Roberto Pietri.

Rounding out the top five, were Mike Baldwin, who coasted across the finish line, and two-time Daytona 200 winner Dale Singleton in this, the third round of the Winston Pro Series.

The race had moments of high drama and a very high attrition rate which took care of many of the favorites. For Crosby, it seemed to be just a Sunday ride.

"I enjoyed it out there," said the New Zealander. "I went fast enough to win, had very few problems and kept it on two wheels. That was about it. I got a bit sideways once, but it didn't bother me."

Crosby was riding for Team Marlboro/Agostini. The bike was said to be the same one that Kenny Roberts had run at Daytona in 1980-81 with little luck. "It isn't Roberts' old bike," said Crosby. "I got a bike directly from the factory, and we took some bits and pieces from Kenny's bike to make a new one."

The new Honda FWS 1,000cc, V-4 four-stroke Formula One bikes were awesome in the hands of Spencer and Mike Baldwin, in top speed, acceleration and handling, and because both riders had to make *two* stops to change rear tires -- and still finished in the top four.

"We made more pit stops than a 24-hour endurance race," quipped Spencer in winner's circle. "We ran a softer tire compound than we should have and had problems. Once we put the hard compound on -- on the second tire change -- the problems stopped. That's probably the way we should have gone from the beginning."

The Honda pits appeared to have anticipated making at least one tire change, but were caught off guard when Baldwin blistered into the pits on lap 12. Consequently, gas stops were thrown off, and Spencer, as well as Baldwin, made at least one extra stop.

"What a great weekend and what a great way to start the year off," said Pietri as he accepted congratulations. "To finish third in both the Superbike race and the 200 is a great honor. Next year, I shall have to do a bit better," said the very happy Venezeulan. Pietri's Formula One mount runs a Honda CB750F-based Superbike engine in a Moriwaki frame.

"It's very light and fast," continued Pietri. "I'm just getting used to the Formula One bike so I feel really good about my finish."

Baldwin's fourth place finish was the center of some controversy after the 200. He had also had two tire changes and apparently had lost a lap, according to some observers, because of that. In addition, Baldwin came in to top off in the late laps and then had to come in again with one lap remaining for more gas. The AMA's official results, released at 10 a.m. Monday (March 8) credit Baldwin with fourth.

For Singleton, "Fifth place isn't winning." However, he had projected that against the factory efforts of the big four Japanese companies, a privateer stood only an outside chance of getting into winner's circle. "I guess you can't win all the time," said a tired Singleton as he signed autographs in the pits following the race.

Of note was the seventh place finish by Honda's Steve Wise in just his second professional road race -- his first was the Superbike event. Those Winston Pro Series points, together with his points from Houston, put the MXer-turned-road racer on top of the point standings. This was the first year that all four Japanese factories had works entries. It was also the first time in a long while that three tire manufacturers --Goodyear, Dunlop and Michelin --produced tires for the 200.

Qualifying

Speculation was high that Freddie Spencer would be the first rider under the Formula One rules concept to put a four-stroke on the pole for the 200

Roeseler out-foxes Coyote.

Larry Roeseler may have been one of the last to sign up for the Coyote Derby. But that didn't stop him from coming out ahead in the first event of the 1982 AMA National Enduro Series held at Red Mountain, CA.

Larry won the event hands-down. With plenty of hands-on skill. On a box-stock YZ490, no less.

Larry found the 142-mile, 3-loop course littered with twisty surprises and an especially sneaky Check "O." Plus tons of whoops, rollers, sandwashes and assorted desert flak. Terrain that quickly prompted a flurry of burnt checks.

But not by Roeseler, who seemed to anticipate the entire field with some uncanny sixth sense.

Which brings us to the moral of this story. The next time you think a guy who shows up late on a box-stock bike is crazy, think again.

If it's Roeseler, he may be crazy all right. Crazy like a fox.

YAMAHA

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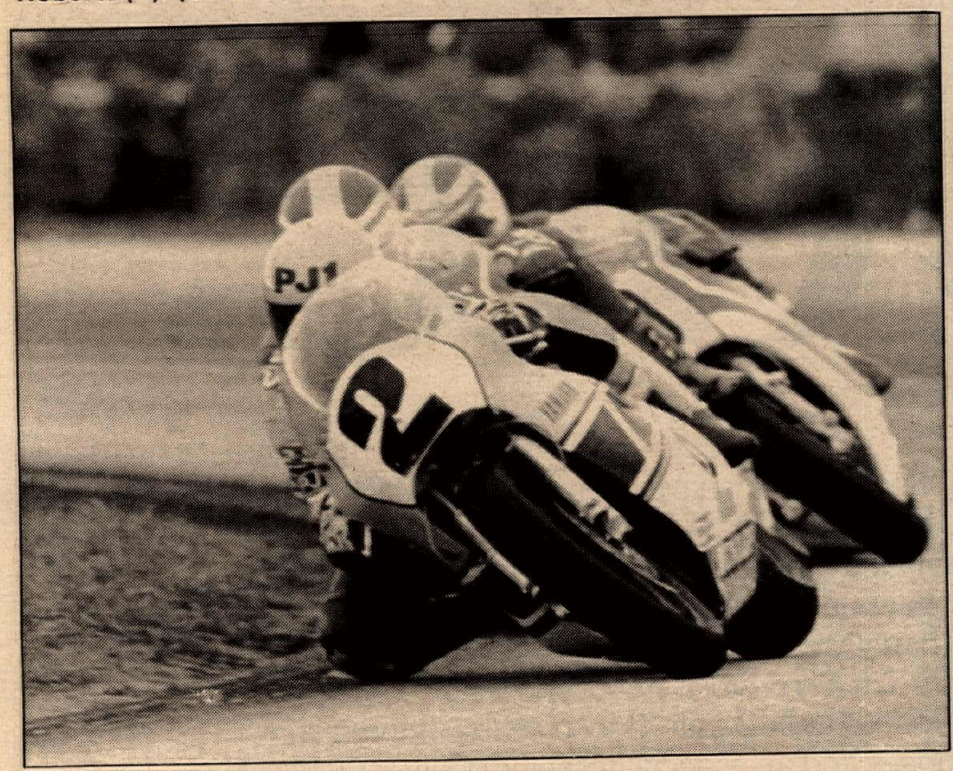
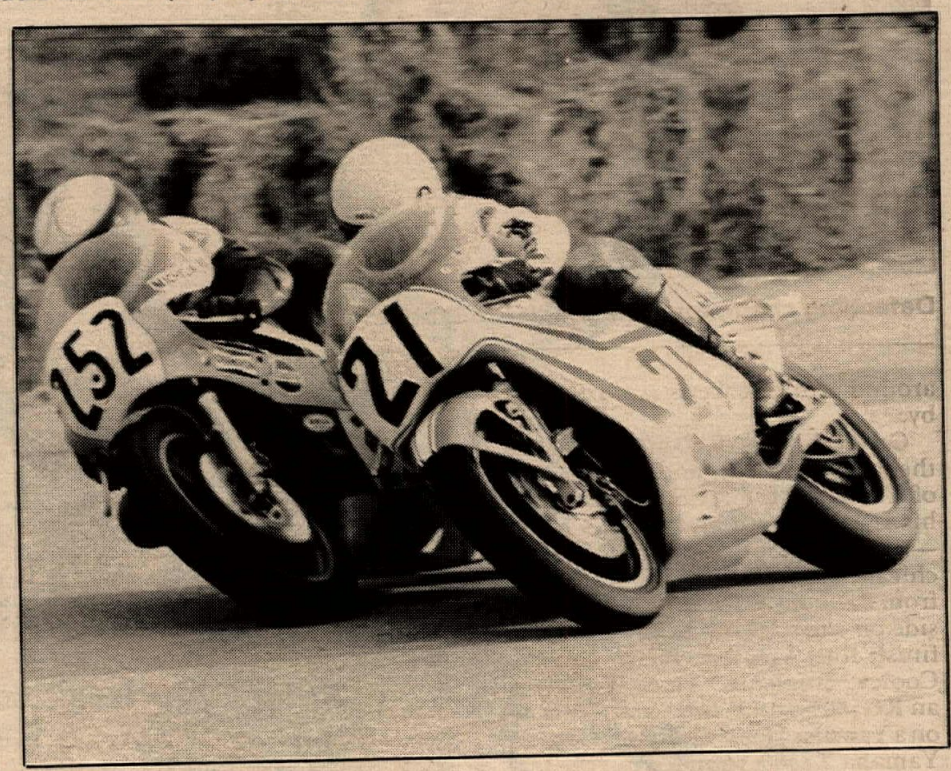
DAYTONA '82

(Above) Roberto Pietri (88) rockets off to lead the start over Freddie Spencer (19), Wes Cooley (34), Mike Baldwin (43), Randy Mamola (7) and Kenny Roberts (2). (Below left) Roberts leads Baldwin and Spencer. (Below right) Eddie Lawson (21) laps a rider while leading at the halfway point.





Kenny Roberts didn't believe it and to push the point home, cut a 2 minute, 01.84 second lap at 114.346 mph on his 500cc Yamaha GP bike. That broke Roberts' old mark of 2:02.397 at 113.826 mph, set in 1980.

"I could have gone faster," said Roberts, "if I had used a sticky (soft) compound tire. We had one, but when I pitted in qualifying and was told I had done a 2:01, I figured that was good enough. I'm on the pole with a tire that will do 200 miles. I got only one clear lap. There are bikes in qualifying that are 40 mph slower than us. They shouldn't run the Superbike riders in with the GP bikes."

Baldwin also broke Roberts' record to put himself on the front row. Spencer was third with Eddie Lawson and Crosby rounding out the top five.

You couldn't ask for a more varied front row: There were two Yamahas (Roberts, 500cc; Crosby, 750cc); two Hondas (Baldwin and Spencer, 1,000cc 4-stroke) and one Kawasaki (Lawson, 500cc). In addition, all three tire companies were represented with Roberts on Dunlop, Baldwin and Spencer on Goodyear.

Approximately 140 entries were divided into three groups with each having a 40 minute session. Each rider was required to put in five laps during his session with the fastest lap of the five counted as his qualifying speed. Should a rider fail to qualify in the Thursday session he, or she, still had a chance in a session on Friday. (The top 20 qualifiers on Thursday were guaranteed their grid positions. All others were subject to shuffling, should someone go faster.)

Randy Mamola had a bit of a time qualifying. He had just gotten in his required five laps when he crashed going into turn one, gashing his left hand and doing minor damage to his works Suzuki RG500.

Wes Cooley didn't start off too well in qualifying either. He ran out of gas during his session. Singleton was a bit down on power from last year and was 10th fastest as opposed to second fastest in 1981. Steve Wise didn't make the first day's qualifying but came back to be the fastest in the Friday session. Dutchman Jack Middleburg saw his trip to Daytona go for zero as he crashed hard in qualifying to end his ride for the week. He was uninjured.

The 200

The weather has played a part in previous 200s, but this year Mother Nature nearly refused to cooperate. Rain Saturday evening gave way to cloudy, blustery weather on Sunday morning. The forecast was for showers followed by showers followed by clearing.

The early morning practice session was an exercise on staying on two wheels as gusts of wind buffeted riders and moved them around the track at will. "If you lean it over, the wind starts taking the bike," said Roberts as he waited for a change in gearing. "The wind is so strong that you're going 20 mph faster than you want going into the chicane. On the front straight it's just the opposite; you can't even use sixth gear."

The session was cut short by the first of many rain squalls. "We anticipated we could get practice in, wait out the rain and then race," said AMA's Bill Boyce. However, as the storm hung in there, faces were long on everyone.

Finally, it was grid time. The long delay -- the race was to have begun at 12:30 p.m. -- was put to good use by many. A five lap practice was sent off, and Roberts was back in the pits after only one lap. "Everything's OK," said Roberts.

The green flag waved at 4:19 p.m., and the first of three waves (30-30-20) charged down pit lane, onto the access road and out onto the track. It was here that Randy Mamola's ride came to an end even before it started. Mamola and two other riders went down. "Crosby hit me," was Mamola's terse reply to what happened. Crosby was Mamola's teammate on Suzuki's GP team last year, but was dropped this year, allegedly because of political maneuvering by Mamola.

Pietri played rabbit into the infield and out onto the banking. Then Spencer took over to lead the field across the finish line and keep his string of leading every lap he has ridden in Daytona 200 competition intact. That didn't last long, as Baldwin took the lead on the next go-

Defending champion Dale Singleton finished fifth.

around while Roberts waited close by.

On the third lap Roberts — wearing the familiar yellow and black colors of Yamaha Motor USA rather than his European red and white scheme — zipped by Spencer going into the chicane and then took the lead away from Baldwin as the two raced side by side on the banking heading for the finish line. Lawson, Pietri, Crosby, Cooley, Singleton, Thad Wolff, on an RG500 Suzuki, and Steve Gervais, on a Yamaha Motor Company Canada Yamaha TZ500, rounded out the top 10. Back in about 20th position Winston Pro Series Rookie of the Year candidate Steve Wise and Yamaha's Jimmy Filice were establishing a battle they would wage, off and on, throughout the race.

The lead three of Roberts, Spencer and Baldwin gave the fans who had remained, despite the weather, what they came for — a display of speed and skill carried on all over the 3.87 mile course at Daytona International Speedway. Late braking into turn one and the chicane, spectacular riding through the infield, blinding speed and the ballet of draft and pass were all a part of the game.

By lap five, the leaders were already passing slower riders — the gap in qualifying between fastest and slowest had been over 22 seconds — and attrition was taking a toll as Dan Chivington and Christian Sarron, last year's fifth and ninth place finishers, respectively, were already out along with five other riders.

Lawson was steadily creeping up on the leading three as was Crosby. However, the gap from sixth on back was widening. Pietri and Singleton were together and would be for most of the race. Wolff and Gervais were also having a close battle. Rich Schlachter was chasing Nick Richichi and Doug Brauneck from his 13th place position.

Spencer asserted himself on lap six as he and Baldwin made a high-low sandwich pass of Roberts on the west banking and Spencer was first across the line. Roberts grabbed it back in the infield, held on through the east banking and lost the lead again to Spencer, who made a daring pass as they entered the chicane. The action continued like this unabated, but it was Spencer hanging on where it counted until lap 10.

Lap eight was Roberts' final full tour of the track. As he approached the finish line to begin lap nine he slowed, coasted to a stop and parked the bike against a haybale. "I seized one cylinder. I'm not sure what happened. A lot of things could have caused it," said Roberts in obvious disgust at yet another mechanical failure to add to his Daytona saga of bad luck.

With Roberts out, Crosby inherited third with Lawson moving to fourth. Baldwin took the lead on lap 11 from Spencer and then Spencer took it back as Baldwin dramatically waved his teammate by as they entered the chicane. Baldwin slowed, dropped low on the track and made his way to the pits with at least one large white space showing on the left-hand side of his rear tire where there should have been black rubber.

The Honda pits were caught unaware by Baldwin's unscheduled stop, although they did have a rear wheel

(Continued to page 26)

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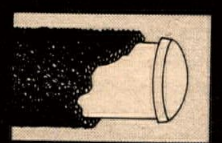

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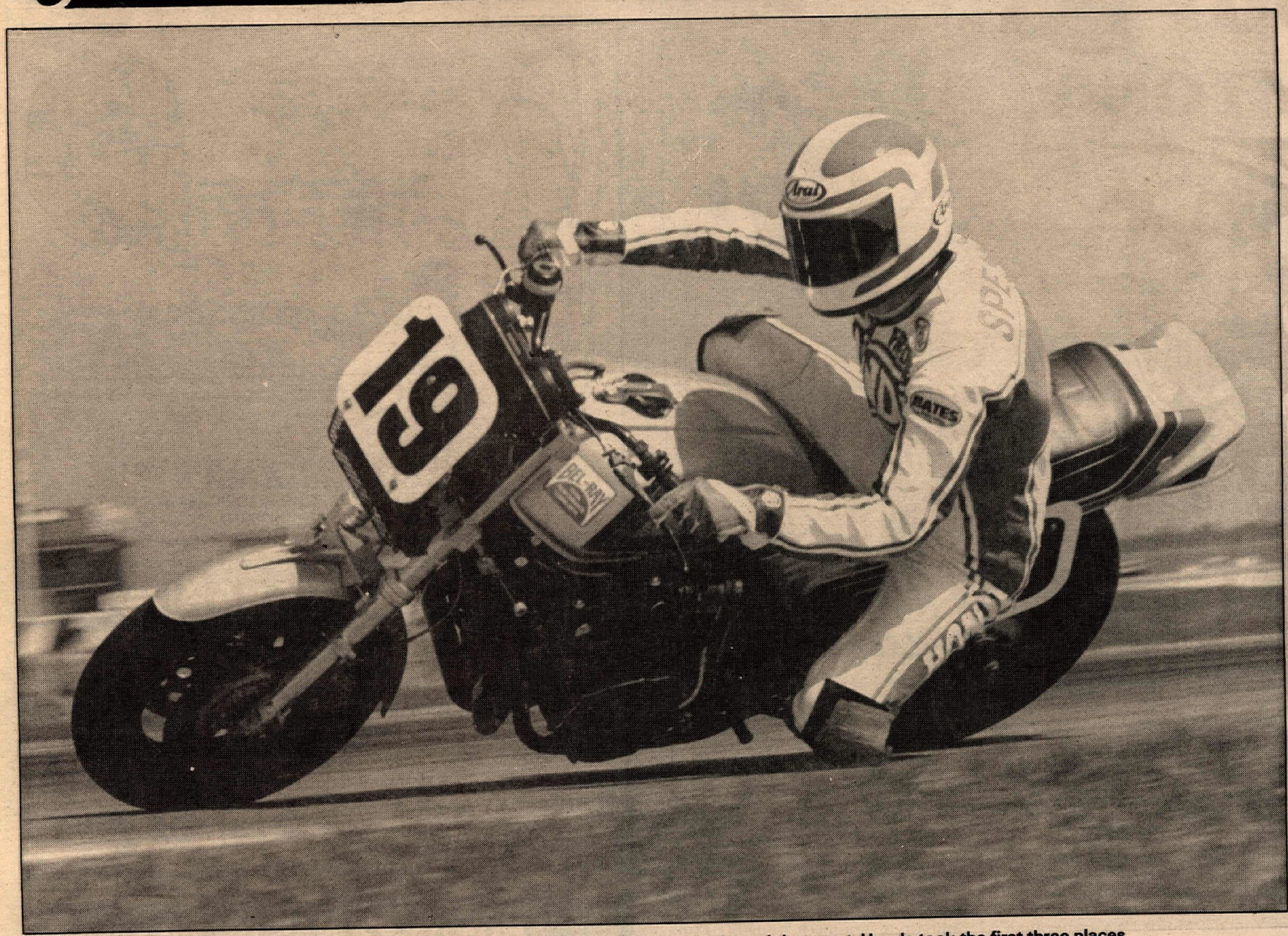


"Fast Freddie" Spencer led nearly every lap of the Superbike race and completely dominated the event. Honda took the first three places.

Bell Superbike 100

Spencer leads Honda sweep

By Gary Van Voorhis

"Fast Freddie" Spencer lived up to his nickname in the Bell Superbike 100 at Daytona International Speedway by leading all but the first lap, establishing race records for time and speed and leading a 1-2-3 Honda sweep into the winner's circle. Teammates Mike Baldwin and Roberto Pietri, second and third respectively, followed Spencer home.

Wes Cooley, aboard a Yoshimura/Suzuki GS1000, placed fourth while Kawasaki's newest team member, Wayne Rainey, took his Kerker/Kawasaki to fifth. The race, run at an average speed of 108.796, edged Wes Cooley's 1981 winning speed of 107.744 out of the record books.

Steve Wise, now turning his talents from MX to road racing, made believers of everyone who thought he wouldn't, or couldn't adapt. Wise provided a spark in what was an otherwise relatively predictable race. Running as high as second in the early laps, only Wise's over-anxiousness leading to an off-course excursion in turn one, and a bit of cautiousness when he hit an oil slick and thought the problem was with his bike, cost him what surely would have been a top five finish. The official results listed him eighth.

Kawasaki's Eddie Lawson, the defending AMA Superbike Championship title holder, had another kind of problem. He saw his second place go away for lack of enough gas to finish the last lap. Lawson had been gambling he could run the 100 miles without a gas stop (not required) and was also hoping Mother Nature would tilt the odds in his favor unleashing the rain that had threatened. Neither gamble worked.

"I really don't know what was going through Eddie's head," said Kawasaki team manager Gary Mathers. "It was a mistake to do that. If he had been able to draft one of the fast guys for as little as five laps he probably would have saved enough gas to have made it, but he lost that chance when he smoked the tire on the start and lost the lead group." Mathers left the Kawasaki pits soon after the finish, preferring to cool down a bit before talking to his star rider.

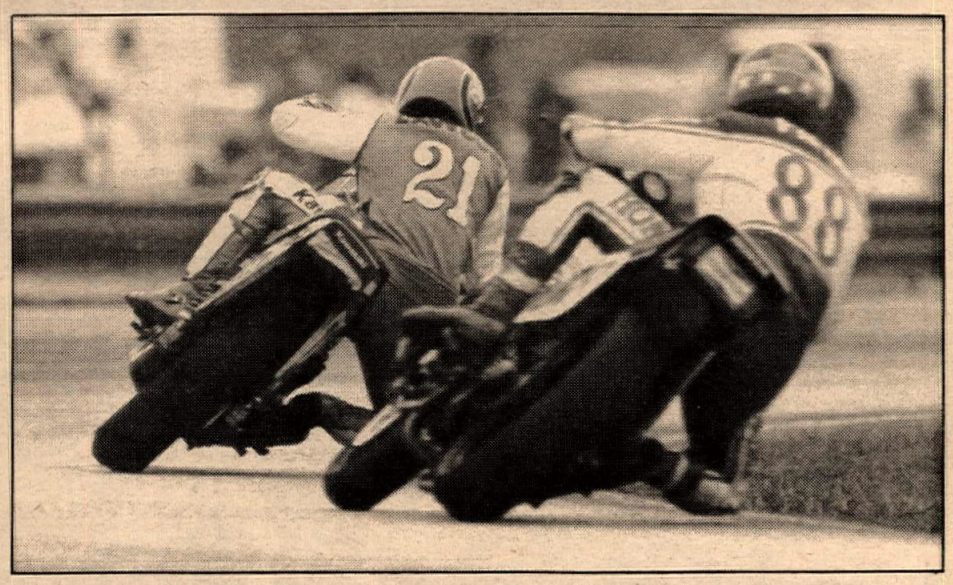
Both Kawasaki and Suzuki debuted new models. However, by race time Wes Cooley's Suzuki Katana was sitting in the pits and Cooley was aboard the bike he rode last season. "We had crank and piston problems," said Cooley. "The factory in Japan hasn't really begun to do a full scale racing program with the bike yet. That's a shame because the Katana puts out 14 more horsepower than the bike I rode last season."

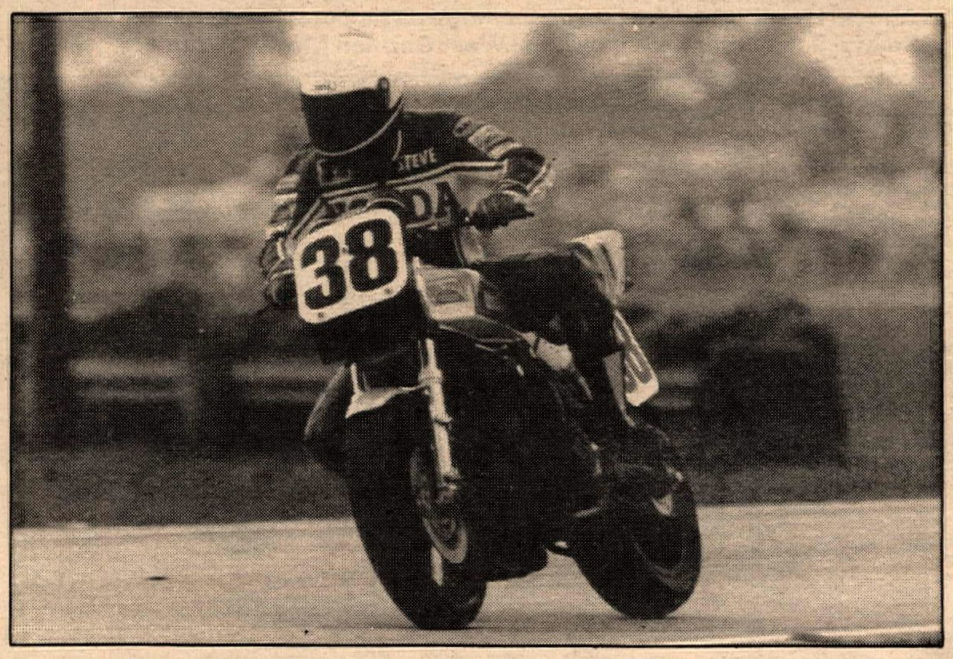
Kawasaki's full-race Eddie Lawson Replica, the KZ1000S, suffered only minor teething problems.

Team Honda made a change also, but not to a newer model. Last year's bike was based on the CB900F. This year, the team reverted back to the CB750F for a base in preparation for a rules change in 1983 which drops the displacement for Superbikes from 1025 to 750cc.

Qualifying, at least for the pole, went as expected by most. Spencer was nearly in a class by himself, over seven-tenths of a second quicker than Baldwin. In the process, Freddie set a track record of 2:04. Lawson was third and then the surprise — Wise was fourth quickest. Pietri rounded out the top five.

The AMA, well aware of a fast approaching storm front, got the race off half an hour early. It was Baldwin





(Clockwise from above) Teammates Roberto Pietri, Freddie Spencer and Mike Baldwin whoop it up. Eddie Lawson (21) leads Pietri in a battle for third early on. Lawson smoked his tire badly on the start and lost ground on the front-runners. Steve Wise overcame problems in his road race debut for eighth.

and Pietri leading the charge down pit lane, onto the access road and out onto the infield portion of the 3.87 mile combined oval/infield course. Spencer had gotten off slowly, but worse off was Lawson who had smoked his tire badly and was about 20th heading onto the track. Lawson had been late to grid, his bike showing up when the four-minute sign was out.

Baldwin led the first lap followed closely by Pietri, then Spencer, Wise, Cooley, Thad Wolff, Lawson, Harry Klinzmann, Rainey — having nearly sorted out the handling problems that plagued him early in the week — and Doug Polen.

Spencer didn't wait long to assert himself, picking off Pietri and then outbraking Baldwin as he zipped into the chicane on lap two for the lead. From there on, the race belonged to Spencer as he left the rest to fight for second.

And what a fight it was. Wise, in his first-ever Superbike race (and professional road racing debut) showed no respect for Baldwin or Pietri. Earlier Wise had said, "Freddie qualified three seconds faster than me and that's going to be a lot to make up."

Meanwhile, Lawson was slicing his way through traffic, moving past a nice duel between Cooley and Rainey. By lap five he was fifth. Spencer had a three second lead on lap five and had begun lapping traffic on lap three.

In quick succession, Rainey slowed a bit while Cooley tagged onto Lawson. The two then moved up on the Pietri/Wise or Wise/Pietri duel as they traded third. Lawson waited and then pounced, giving him third on lap seven. Pietri and Lawson, with Wise in tow, went back and forth.

On lap 10 Wise made the mistake which took him out of solid contention. He charged, going high near the wall at the entrance to turn one in an attempt to slip past Pietri. He ran out of track and went onto the grass, staying up and losing little time. "Being an MXer I just wanted to try the dirt once," joked Wise afterwards. Two laps later Wise hit some oil, got into a slide, and thought it was coming from his bike. He slowed immediately, and, in doing so, lost a lap before a check in the pits — when he gassed — showed no problem.

Gas stops began on laps 12/13 which jumbled up the field a bit. By lap 16, Spencer was back out front with a 10-second lead. Lawson, who hadn't gassed, was second with Baldwin, Pietri, Cooley and Rainey following.

"Somebody blew an engine around lap 12 and coated my faceshield," said Rainey. "I had to take it easy. There were only two places I could see out of and it was a bit scary."

Baldwin, in third, was beginning to scratch his head a bit about Lawson. Was he or wasn't he going to gas? Lawson got Lap 2, Lap 1 and then Gas signs on laps 18, 19 and 20. He kept going.

"I had backed off a bit until I realized that Lawson was going to try and run the full 100 miles without a stop," said Baldwin. "Then I cranked it on and began to catch him. It could have been a last lap dash to the flag, but he ran out of gas just as we were heading out of the infield."

"I took a gamble," said Lawson afterward. "The gas tank is bigger (six gallons) on the new bike and we had run some tests where I basically got 100 miles from it. I had a chance so I took it rather than play safe." Lawson shrugged his shoulders. He had coasted to a halt about two miles — half a lap — from the finish. He took sixth.

Spencer had nearly 20 seconds on the field at the finish and had lapped through seventh place. That was Thad Wolff, who had plugged away all day for his first Daytona finish. Following Wolff to set the top 10 were Steve Wise and privateers Art Kowitz, Rusty Sharp and Rich Chambers.

"It's great to win," said Spencer. "It's funny, but that last lap seemed so long and I couldn't wait for it to get over. This is the way to begin a season."

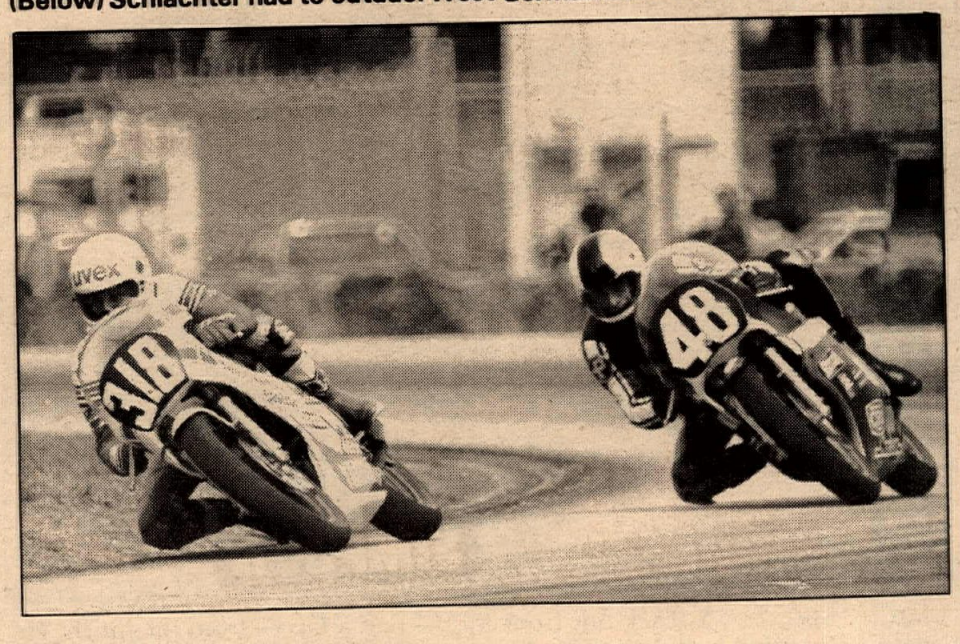
Just to keep everyone honest, Wes Cooley had the AMA run a fuel check on the Honda gas. "They were using an additive," said Cooley. "It passed, that's all I can say. I just wanted to be sure everything was all right." •

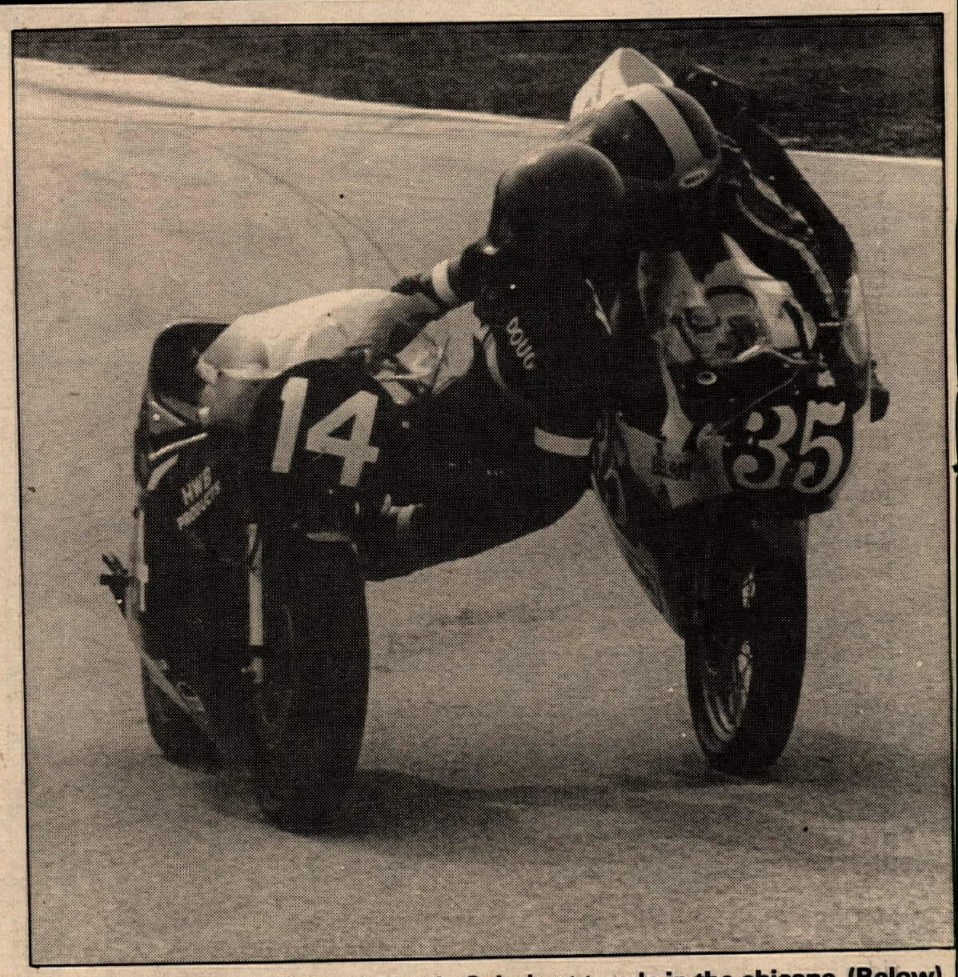
Results

1. Freddie Spencer (Hon); 2. Mike Baldwin (Hon); 3. Roberto Pietri (Hon); 4. Wes Cooley (Suz); 5. Wayne Rainey (Kaw); 6. Eddie Lawson (Kaw); 7. Thad Wolff (Suz); 8. Steve Wise (Hon); 9. Art Kowitz (Kaw); 10. Rusty Sharp (Hon); 11. Richard Chambers (Kaw); 12. Norm Murphy (Suz); 13. Joe Patton (Hon); 14. George Morin (Suz); 15. Omer Norton (Suz); 16. Tony DeSimone (Kaw); 17. Michael Casey (Kaw); 18. Rueben McMurter (Kaw); 19. Scott Chisolm (Suz); 20. Ikuo Kusama (Hon).
TIME: 55 min., 29.471 secs.
AVERAGE SPEED: 108.796 mph (Record).

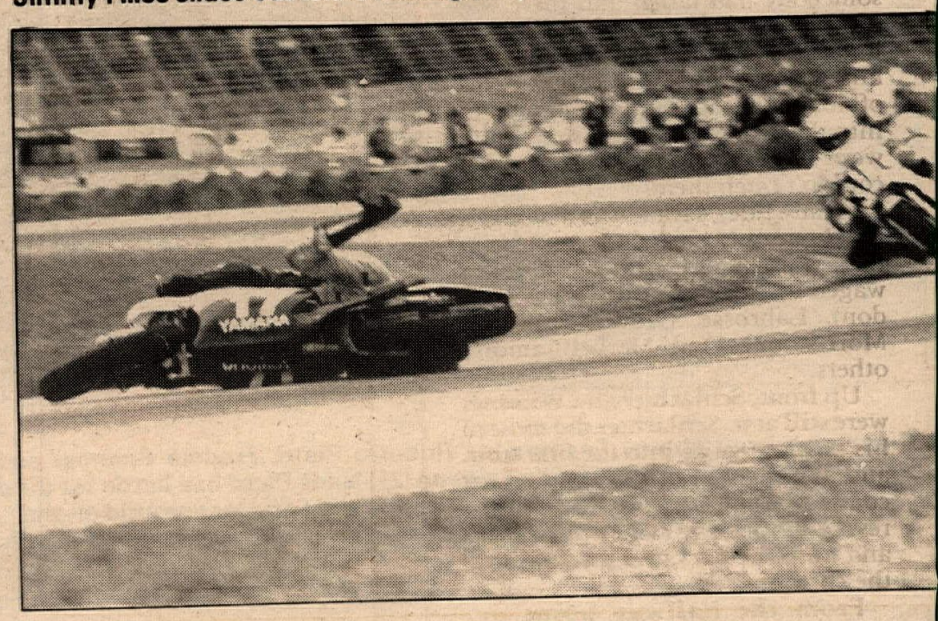
DAYTONA '82

(Above) Rich Schlachter lets go a whoop as he pops the champagne cork. (Below) Schlachter had to outduel West German Martin Wimmer





(Above) Doug Kane (14) and Martin Schubert tangle in the chicane. (Below) Jimmy Filice slides out while leading early in the race.



Formula II

Schlachter holds 'em off

By Dale Brown

DAYTONA BEACH, FL, MAR. 6

Former U.S. Road Racing Champion Rich Schlachter emerged triumphant in an intense duel with West German Martin Wimmer to win the 100-mile Formula II road race at Daytona International Speedway.

The duel carried the Yamaha pilots well away from third place runner Sam McDonald, with Connecticut racer Schlachter grabbing the lead for good three laps from the finish and then holding off Wimmer's hard last-turn charge to win by one bikelength.

This year the Formula II event, under new AMA rules, replaced both the Lightweight Expert and Novice road races, combining them in one 26-lap race.

Following McDonald home in fourth place was Englishman Tony Head on a Rotax-powered Waddon-Ehrlich machine. He, in turn, was trailed by Canada's Alan Labrosse, Californian John Glover, West Germany's Jurgen Schmid and Californian Don Greene. Michigander Craig Morris and Texan Hugh Humble rounded out the top 10.

Strong winds marked the morning event, which was delayed for over an hour as the track dried from the previous night's rain. The wind was severe enough that winner Schlachter said he was seldom able to use sixth gear while going against the wind on the front straightaway.

"Wimmer had more mid-range power than I did," related Schlachter, "but we were equal on top end. Towards the end I was getting pretty good pit signals, and I decided to make my move. I figured I could hold him off."

Two six-lap heats pared the entry of over 140 to 62 finalists. The first heat was won by Yamaha's Jimmy Filice over McDonald, while Schlachter took the second one by a narrow margin over Wimmer in a preview to the final.

Consolation race

Those who didn't make the cut out of the two six-lap heats returned to the race on Friday afternoon for a 13-lap 50-mile consy.

The race quickly turned into a three rider affair — although the three riders would vary over the course of the race — and after early leader James Robertson dropped back, Carl Muffley and Dan Chivington (a victim of mechanical troubles in his heat) diced for the lead. They were joined first by Steve Galbreaith, and then by New Englander David Howes.

Muffley did most of the leading while Chivington found out it wasn't his day as he dropped out with five laps to go. Veteran John Long moved up upon Chivington's demise. The trio swapped positions time and time again through the final laps, but Howes had control most often, and

when the checkered flag fell, it was Howes who took it first with Long second and Muffley third.

Final

The final got underway with Filice grabbing the lead over McDonald's K&N/Lectron/Bell-sponsored Yamaha with Wimmer and Schlachter running 3-4. Before the end of the first lap, Schlachter made a mistake and dropped back to fifth.

Filice and Wimmer began to battle for first as McDonald first dropped back and then charged right back. The lead changed a few times before Filice was suddenly out of the race when he crashed in turn two on the fourth lap. "I hit some oil or water, and the bike went down," said Filice, who was uninjured, save for a headache.

That left Wimmer and McDonald to argue over first with Schlachter a fair distance behind in third. Head's Waddon, the only non-Yamaha among the front-runners, was fourth ahead of Morris.

For a few laps the top three were spread out, but by lap 10 all three were under a blanket, and slingshot/draft passes became the order of the day.

After Schlachter, Wimmer and McDonald had taken their turns leading a bit of a lap, it became a two-rider battle when McDonald ran into trouble. "I went into the chicane and somebody had fallen and there was hay on the racetrack. I happened to be in the line with the hay on it, and I kinked the throttle cable. It threw me off for about four laps, but after I got into the swing of things, those guys were on the gas too much and I couldn't catch them."

Meanwhile, Head was having a lonely ride in fourth, but behind him there was a lively battle for fifth being waged by Con Law (also on a Waddon), Labrosse, Glover, Schmidt, Morris and Fred Merkel, among others.

Up front, Schlachter and Wimmer were still at it. Schlachter did most of his passing going into the first turn, and Wimmer would usually repass coming out of that turn. Most of the rest of the passing came off the bank and onto the backstraight, and into the chicane.

From the halfway point on, Schlachter did most of the leading across the finish line. With three laps to go, the Bob McLean/Champion/Dunlop/Perron/CRC Chemicals/Cam2-sponsored racer took the lead for good. It was a calculated risk because of the possibility of a draft/pass at the finish line, but Schlachter said, "I knew if I had a clean line through the chicane, I could get a really good drive out of there, even though he had the mid-range on me."

Schlachter took the flag with three bikelength on Wimmer, and the two were over 15 seconds ahead of McDonald. From there, it was a long gap back to Head, who had to contend with the late-laps charge of Labrosse.

In the winner's circle, Schlachter was all grins, and Wimmer was very gracious, saying, "We were very equal, but someone must finish first and someone must finish second." •

Results

1. Richard Schlachter (Yam); 2. Martin Wimmer (Yam); 3. Sam McDonald (Yam); 4. Tony Head (Waddon Ehr); 5. Alan Labrosse (Yam); 6. John Glover (Yam); 7. Jurgen Schmid (Yam); 8. Don Greene (Yam); 9. W. Craig Morris (Yam); 10. Hugh Humble (Yam); 11. Alejandro Aleman (Yam); 12. Steve Baron (Yam); 13. Karl-Thomas Grassel (Yam); 14. Gary Collins (Yam); 15. Herbert Hauff (Yam); 16. Bruce Maus (Yam); 17. Keith Kiyota (Yam); 18. Hal Coleman (Yam); 19. James Woolsey (Yam); 20. Clive Ng-A-Kien (Yam).

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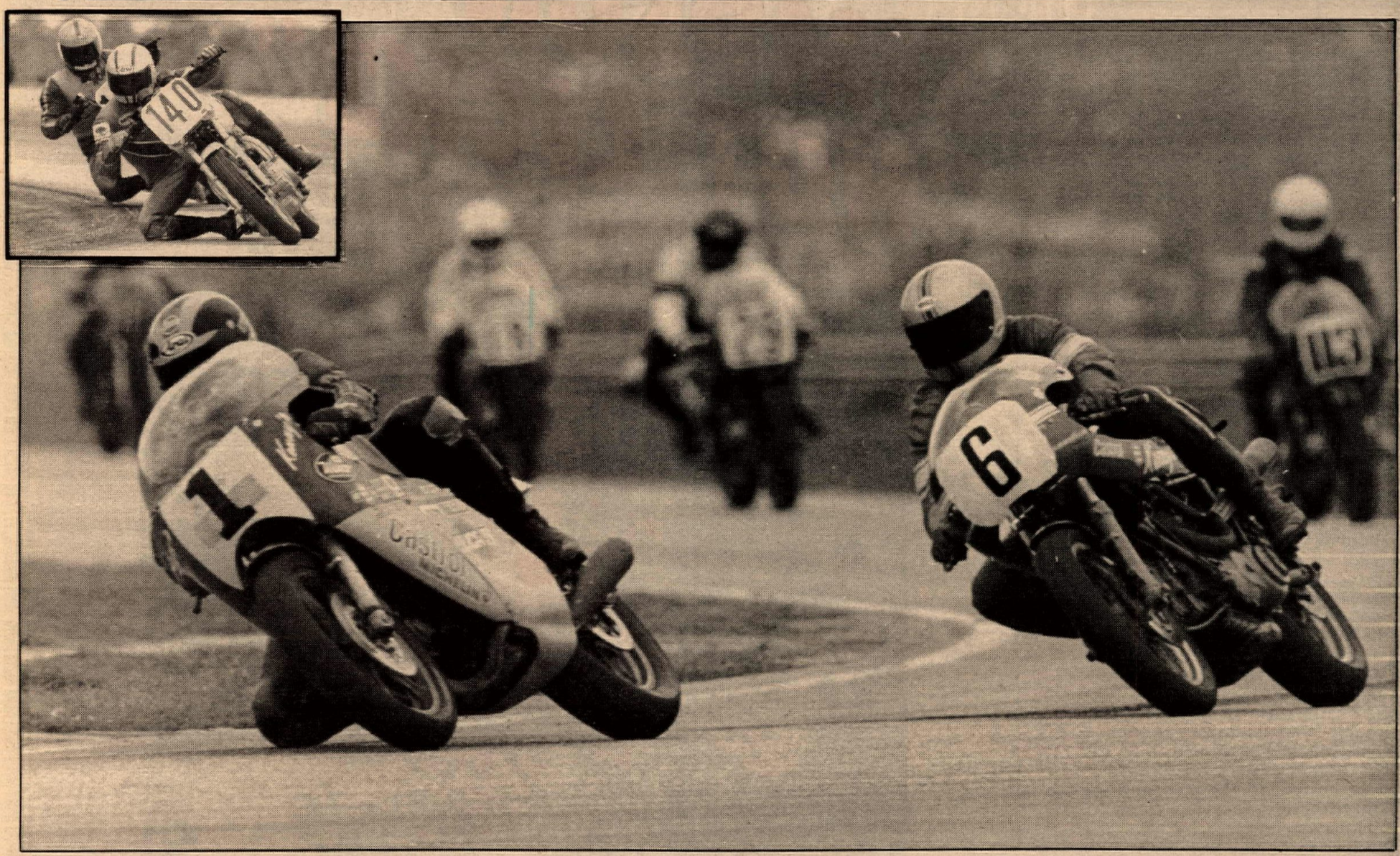
DAYTONA '82



(Above) GP class winner Jimmy Adamo heads up Malcolm Tunstall (6) on the first lap. (Inset) Yamaha's Chris Steward (140) won the Stock class.

AMA Battle of the Twins: Round one

Adamo Duc's to second Daytona win

By Tom Mueller

DAYTONA BEACH, FL, MAR. 5

Ducati pilot Jimmy Adamo topped the Battle of the Twins on Daytona International Speedway's 3.87 mile road race course for the second year in a row, using a hard charging pace which carried him to the checkered flag 33 seconds ahead of BMW rider John Long, who took second in the 13 lap, 50 mile event.

"We worked over the engine, added Fox Shox and put new disc brakes on," said Adamo as he waited to grid the same Reno Leoni machine he used last year. "We're getting some help from Castrol and Moto-X Fox and from Kenny's Restaurant—in Japan! The guy has been watching us for a year now."

Harley-Davidson mounted Dave Roper took a competitive third, after contending with a fuel shortage which had him crossing the line on fumes. The best racing of the day was between Long and Roper, who put on a show and demonstrated how to pick any line possible when passing lapped riders.

A two wave start put the combined four class field onto the course, and it was soon easy to see that Adamo was in a class of his own. He put a 11.5 second cushion on Ducati rider Malcolme Tunstall and Long by lap two. Roper had his work cut out for him, as he left the grid from the back, off his original front row position, and was running back from the front-runners.

By lap three Adamo had 15 seconds over Long, who had displaced Tunstall. Roper was swiftly moving up and was now into fourth. Doug Lantz and Bobby Goodin were deciding who would run in the fifth slot. By lap four the top riders were running through lapped riders. Roper passed Tunstall, then powered over the top of Long on a high line down the front straight.

Adamo was getting close to a half minute lead by lap eight while Roper and Long went high and low through back markers, holding their pace. Tunstall retained fourth and held a cushion on Lantz and Goodin. Steve Wynne had been pushing his Duc to the front but faded to an eventual ninth.

Adamo was fun to watch, but by lap 10 he was so far ahead he wasn't part of the race. The real action was between Roper and Long, who were separated by 10 feet going onto the banking out of the infield. Tunstall and Lantz wouldn't give up their 4-5 slots, and Ed Mullineaux moved into sixth on his Ducati, with Goodin on his heels. Mullineaux used lapped riders to gain on Goodin through lap 11.

On lap 12 Adamo showed the way around to Long, who had about 100 yards on Roper, whose engine was starved for gas. The next time around the checkered flag waved for Adamo, who sported a 33 second lead on Long, who in turn held a safe margin over Roper. Tunstall, Lantz, Mullineaux, Goodin, Jon Minonno on a Triumph, Steve Wynne on a Ducati and Winfried Hopp rounded out the top 10 overall.

"I just pulled off the lead really quickly and sat on it," said Adamo in winner's circle. "Some of the lapped riders gave me trouble, but that was it. The bike smoked a bit, but that's because we run it loose because we race it so much. Thanks to Castrol, Wiseco, Keith Hart, and Reno Leoni. There's a whole long list of folks who help me." Along with his win, Adamo received a slot in the record books for setting the fastest trap speed ever recorded by a twin at Daytona, 162 miles per hour.

Long didn't have time to make it to winner's circle, as he hopped off his Beemer and jumped on his Yamaha TZ250 to grid for the Formula Two consy, where he placed second.

"It was popping out of third gear and running out of fuel," said Roper. "I pushed it as hard as I could."

"We went up 11 increments on the jets and did a bunch of stuff internally," said Rob Iannucci, owner of the Harley Roper ran. "It uses a bunch more gas now, and all we had was the 3.1 gallon tank. We topped the fuel at the two minute mark, and the O-ring on the gas cap wouldn't go back on, so we went to the back of the grid. We have to thank the Harley-Davidson dealers of metro New York, New Jersey and Connecticut, Works Performance, Champion, Castrol and Walneck's Vintage Motorcycle Sales for getting us here."

Of note is the Stock class win taken by Christopher Steward, on a Yamaha Motors Corporation sponsored XV920. •

Results

GP: 1. James Adamo (Duc); 2. John Long (BMW); 3. David Roper (H-D); 4. Malcolme Tunstall (Duc); 5. Doug Lantz.

EX MOD: 1. Jon Minonno (Tri); 2. Winfried Hopp (Duc); 3. Kevin Bracken; 4. Walter Schaefer (Duc); 5. Madison Cox (Duc).

AM MOD: 1. Chris Bannister-Brown (Duc); 2. Frank Sortelli (M-G); 3. Douglas Gross (Duc); 4. Alan Cathcart (Duc); 5. Wallace Masters.

STOCK: 1. Christopher Steward (Yam); 2. Peter Brady (BMW); 3. Clifford Lucas (Yam); 4. Charles Bostwick (Duc); 5. Marcus Day.

TIME: 29 min., 51.34 sec.

AVERAGE SPEED: 101.106 mph.

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